SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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MEETING OF THE

ENERGY & ENVIRONMENT COMMITTEE

PLEASE NOTE CHANGE IN TIME

Thursday, February 2, 2006

9:45 a.m. - 10:45 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Conference Room Riverside A
Los Angeles, CA 90017
213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or salcido@scag.ca.gov

Agendas and Minutes for the Energy & Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE # TIME

"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

1.0 **CALL TO ORDER & PLEDGE OF ALLEGIANCE** — **Hon. Dennis Washburn, Chair**

2.0 **PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 **REVIEW and PRIORITIZE AGENDA ITEMS**

4.0 **CONSENT CALENDAR**

4.1 **Approval Item**

4.1.1 Approve Minutes of January 5, 2006 — 01
Attachment

4.2 **Receive and File**

4.2.1 State & Federal Legislative Matrix
Attachment mailed separately

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
5.0	**ACTION ITEMS**			
5.1	Final fine particle (PM2.5) Conformity Determination **Attachment** Staff will present the new conformity findings. **Recommended Action:** Approve Fine Particle Conformity Determination for the 2004 RTP & 2004 RTIP and recommend that the Regional Council adopt Resolution 06-471-2.	**Jessica Kirchner** **SCAG Staff**	**05**	10 Minutes
5.2	Conformity Determination and EIR Addendum for an RTP/RTIP Amendment **Supplemental Attachment** The 2004 RTP and RTIP amendments modify two projects in Orange County: the Centerline light rail and the SR-241 Foothill-South Toll Road. (TCC is considering approval of the Amendment) **Recommended Action:** Approve the Conformity Determination and EIR Addendum for the 2004 RTP and RTIP.	**Jessica Kirchner** **SCAG Staff**	**43**	10 Minutes
5.3	Riverside County Transportation Commission TCM Substitution **Attachment** RCTC is proposing to replace a Transportation Control Measure (TCM) in the 2004 RTIP. **Recommended Action:** Approve the TCM substitution in the 2004 RTIP.	**Jessica Kirchner** **SCAG Staff**	**131**	10 Minutes

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

		PAGE #	TIME
6.0	**INFORMATION ITEMS**		
7.0	**WATER POLICY TASK FORCE REPORT**	**Hon. Dennis Washburn**	
8.0	**SOLID WASTE TASK FORCE REPORT**	**Hon. Toni Young, Chair**	
9.0	**CHAIR'S REPORT**	**Hon. Dennis Washburn, Chair**	
10.0	**STAFF REPORT**	**Sylvia Patsaouras, SCAG Staff**	

11.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

12.0 ANNOUNCEMENTS

13.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held on March 2, 2006, at the SCAG Office.

Energy and Environment Committee
January 5, 2006

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Dennis Washburn, Vice-Chair. There was a quorum.

Members Present

Bertone, Denis	SGVCOG
Campbell, Todd	City of Burbank
Carroll, Stan	City of La Habra Heights
Clark, Margaret	City of Rosemead
Cook, Debbie	City of Huntington Beach
Eckenrode, Norman	City of Placentia
Forester, Larry **(V-Chair)**	City of Signal Hill
Gafin, David	City of Downey
Hanks, Keith	City of Azusa
Marchand, Paul	City of Cathedral City
Nelson, Larry	City of Artesia
Van Arsdale, Lori	City of Hemet
Washburn, Dennis **(Chair)**	City of Calabasas

Members Not Present

Brennan, Brian	VCOG
Carrillo, Victor	City of Imperial
Harrison, Jon	City of Redlands
King, Dorothy	Gateway Cities COG
Lilburn, Penny	SANBAG
Miller, Mike	City of West Covina
Olivas, David J.	SGVCOG
Portantino, Anthony	City of La Canada/Flintridge
Streator, Joyce	City of Pasadena
Young, Toni	City of Port Hueneme
Zerunyan, Frank	SBCCOB

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Dennis Washburn, Chair, called the meeting to order at 9:50 a.m. and led the group in the pledge of allegiance.

2.0 PUBLIC COMMENT PERIOD

No public comment.

Energy and Environment Committee
January 5, 2006

Action Minutes

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

It was MOVED (Denis Bertone), SECONDED (Larry Forester) and APPROVED the Consent Calendar. Paul Marchand and Larry Nelson ABSTAINED.

4.1 Approval Items

4.1.1 Action Minutes of December 1, 2005

4.2 Receive and File

4.2.1 SB 1024 (Perata) Public Works and Improvements

5.0 ACTION ITEMS

5.1 Demand Response Community Partnership

Jennifer Brost, SCAG Staff, presented information on a new partnership opportunity with Southern California Edison. This will be a no cost partnership to SCAG. When the program is more developed, it will be brought back for committee approval.

Cynthia Wooton from Luminex, representing Mike Martinez of Southern California Edison Demand Response Programs, was also available to respond to any questions regarding the partnership program.

It was MOVED (Larry Forester), SECONDED (Paul Marchand) and UNANIMOUSLY APPROVED to continue discussions with Southern California Edison, to develop a comprehensive plan for a demand response partnership.

5.2 Renew LA

Jacob Lieb, SCAG Staff, presented a report on this item. Jacob Lieb informed the committee that the support letter would define specifically SCAG's interest and concepts in this effort. The letter would also be previewed by the Solid Waste Task Force for additional input.

It was MOVED (Margaret Clark), SECONDED (Paul Marchand), and UNANIMOUSLY APPROVED to recommend Regional Council support of the Renew LA program.

6.0 INFORMATION ITEMS

6.1 State Goods Movement Action Plan

Nancy Pfeffer briefed the committee on the current State Goods Movement Action Plan.

It was MOVED (Paul Marchand), SECONDED (Todd Campbell) and UNANIMOUSLY APPROVED to prepare a letter indicating the EEC would like to provide comments to all documents, but would require an extension of the deadline so it could properly respond.

6.2 RCP Open Space and Habitat Chapter

This item was continued to next month.

6.3 Subregional Audits

Hon. Sidney Tyler, Jr., Chair, Audit/Best Practices Subcommittee, presented information and status on the Subregional audits.

7.0 WATER POLICY TASK FORCE REPORT

The next meeting is scheduled for January 12, 2006, at the SCAG office. Meeting may need to be rescheduled due to conflicts.

8.0 SOLID WASTE TASK FORCE REPORT

December meeting was cancelled and is being rescheduled.

9.0 CHAIR'S REPORT

None

10.0 STAFF REPORT

None

11.0 FUTURE AGENDA ITEMS

12.0 ANNOUNCEMENTS

13.0 ADJOURNMENT

There being no further business, Dennis Washburn, Chair, adjourned the meeting at 11:45 a.m. in the memory of Ed Mazery, past councilmember of the City of Thousand Oaks, and in recognition of Leslie Devine, councilmember of the City of Calabasas, who is in grave condition. The next meeting of the Energy and Environment Committee will be held at the SCAG office on February 2.

Action Minutes Approved by:

Sylvia Patsaouras, Staff
Energy and Environment

REPORT

DATE: February 2, 2006

TO: Energy and Environment Committee
Regional Council

FROM: Jessica Kirchner, Associate Regional Planner, kirchner@scag.ca.gov, (213)236-1983

SUBJECT: Conformity Finding for the Fine Particle Standard

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve the Transportation Air Quality Conformity Determination for the Fine Particle standard for the 2004 RTP and 2004 RTIP and recommend to the Regional Council to adopt Resolution 06-471-2.

(Regional Council action: to adopt Resolution 06-471-2)

SUMMARY:
The EEC released the Draft Fine Particle (PM2.5) Conformity Determination for public review and comment on November 22, 2005. The public comment period closed on January 5, 2006. A public hearing was held at SCAG on January 5, 2006. SCAG did not receive any public comments on the Draft Conformity Determination.

BACKGROUND:
The fine particle standard is a new federal health-based standard for particulate pollution that is 2.5 microns or smaller (particulate matter (PM2.5)). This new regulation requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (USDOT) on SCAG's conformity determination on the 2004 Regional Transportation Plan (RTP) and the 2004 Regional Transportation Improvement Program (RTIP) by April 5, 2006 or the region risks a conformity lapse. Non-attainment area designations for the new fine particle standard became effective on April 5, 2005, and an approved conformity determination is required by April 5, 2006, one year after the effective date. A conformity determination consists of regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs), the use of the latest planning assumptions, appropriate documentation of findings, interagency consultation, and public involvement. The Fine Particle conformity determination reaffirms all of the applicable conformity findings for the 2004 RTP and 2004 RTIP and addresses additional analyses required for the new Fine Particle standard.

FISCAL IMPACT:
Funds for air quality and conformity analysis are included in the FY 05/06 Overall Work Program.

RESOLUTION No. 06-471-2

RESOLUTION OF
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TO ADOPT THE CONFORMITY DETERMINATION FOR THE FINE
PARTICULE (2.5) STANDARD FOR THE 2004 REGIONAL
TRANSPORTATION PLAN AND THE 2004 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §134 et seq. 49 U.S.C. §5303 et seq. and 23 C.F.R. §450.312;

WHEREAS, SCAG is the designated Regional Transportation Planning Agency (RTPA) under state law, and as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively;

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2004 RTP and 2004 RTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin;

WHEREAS, SCAG, as the designated MPO, is required to comply with Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];

WHEREAS, 23 U.S.C. §134(j)(2)(C) and 23 C.F.R. §450.324(f)(2) requires the 2004 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134 (c)(3) and 23 C.F.R. § 450.312 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, SCAG has worked concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes;

WHEREAS, federal regulations at 23 C.F.R. § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of Transportation Control Measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93;

WHEREAS, non-attainment area designations for the new fine particle (PM2.5) standard became effective on April 5, 2005, and an approved conformity determination is required one year after the effective date;

WHEREAS, new federal conformity regulation for PM2.5 requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by April 5, 2006;

WHEREAS, fine particle (PM2.5) non-attainment area in the SCAG region includes only the South Coast Air Basin (SCAB);

WHEREAS, the Southern California Transportation Conformity Working Group (TCWG) and the Energy and Environment Committee developed an efficient process to obtain an approved PM2.5 conformity determination for the 2004 RTP and RTIP;

WHEREAS, the PM2.5 conformity determination entails reaffirming previously approved analyses and findings for the 2004 RTP and 2004 RTIP;

WHEREAS, the conformity rule interim emissions test, known as *less than baseline year*, requires demonstration that implementing the 2004 RTP and the 2004 RTIP is not projected to increase emissions of fine particles (PM2.5) in future years above the emissions in the baseline year 2002.

WHEREAS, the Draft Conformity Determination for the PM2.5 Standard was available for public review and comment from November 22, 2005 to January 5, 2006;

WHEREAS, a public hearing was conducted at the Southern California Association of Governments on January 5, 2006;

NOW, THEREFORE BE IT RESOLVED that

(1) Southern California Association of Governments finds as follows:

(a) SCAG's 2004 RTP/RTIP regional emissions (build scenario) for direct PM2.5 emissions and PM2.5 precursors are less than the no-build emissions for the South Coast Air Basin;

(b) The conformity findings for both the 2004 RTP and the 2004 RTIP are reaffirmed for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation;

(c) In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the PM2.5 conformity underwent the appropriate process for interagency consultation and public participation;

(2) The Regional Council hereby adopts the conformity findings for all federal non-attainment and maintenance areas in the SCAG region, and authorizes the Executive Director or his designee to transmit the Conformity Determination for the PM2.5 Standard for the 2004 RTP and the 2004 RTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93.

Adopted by the Regional Council of the Southern California Association of Governments at a regular meeting on this 2nd day of February 2006.

_____

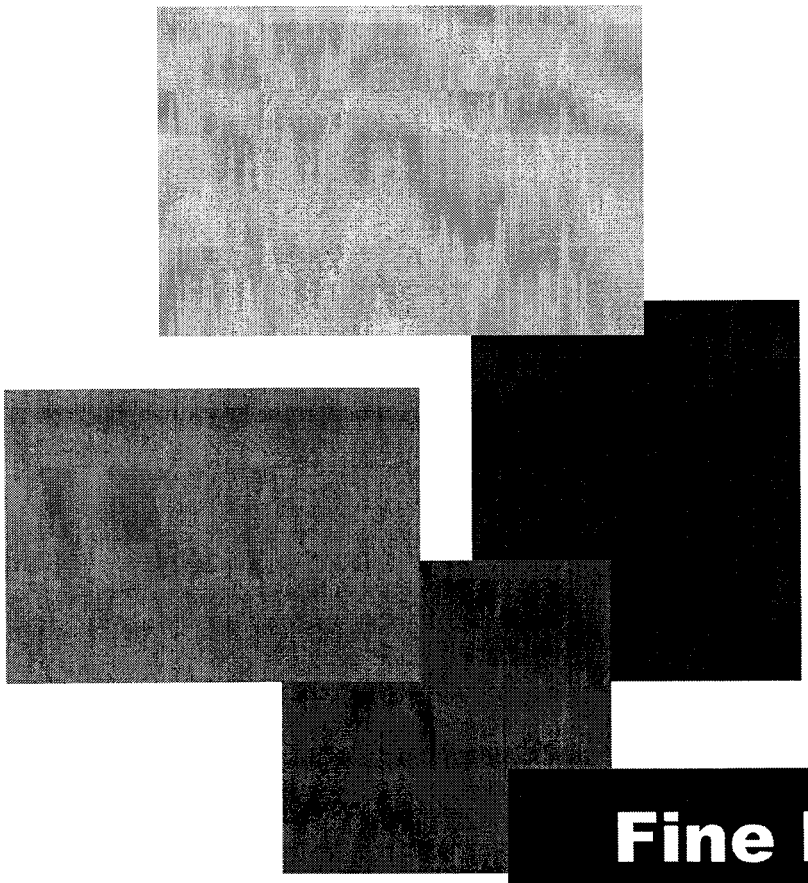
TONI YOUNG
President, SCAG
Councilmember, City of Port Hueneme

Attest: _____

MARK PISANO
Executive Director

Approved as to Legal Form: _____

KAREN TACHIKI
Legal Counsel



Fine Particle (PM2.5) Conformity Finding

I. PREFACE

This conformity report covers all federally required analyses for the Fine Particle ($PM_{2.5}$) conformity determination for the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP). A conformity determination consists of regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs), the use of the latest planning assumptions, appropriate documentation of findings, interagency consultation, and public involvement. The Fine Particle conformity determination reaffirms all of the applicable conformity findings for the 2004 RTP and 2004 RTIP and addresses additional analyses required for the new Fine Particle standard. Additionally, per 40 CFR 93.122(g), the conformity determination relies on the previous regional emissions analyses as developed for the RTIP/RTP for NO2, CO and PM10 and for the 8-hour Ozone conformity determination approved by US Department of Transportation on May 12, 2005.

The Fine Particle standard is a new federal health-based standard for particulate pollution that is 2.5 microns or smaller (particulate matter ($PM_{2.5}$)). This new regulation requires the Southern California Association of Governments (SCAG) to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination on the 2004 Regional Transportation Plan (RTP) and the 2004 Regional Transportation Improvement Program (RTIP) by April 5, 2006 or the region risks a conformity lapse. Non-attainment area designations for the new fine particle ($PM_{2.5}$) standard became effective on April 5, 2005, and an approved conformity determination is required by April 5, 2006, one year after the effective date.

Conformity Status of Adopted RTP and RTIP

The adopted 2004 RTP and 2004 RTIP conform to the air quality goals established by the State (air quality) Implementation Plan (SIP). Specifically, the 2004 RTP and RTIP will 1) not create new violations of the federal air quality standards, 2) not increase the frequency or severity of existing violations of the standards, and 3) not delay attainment of the standards.

The effective date for the conformity determination for the adopted 2004 RTP, including all of the air basins, is June 7, 2004, and the effective date of the federal conformity determination for the 2004 RTIP is October 4, 2004. The conformity determination for the adopted RTP is currently effective for three years; thus, the RTP conformity will remain effective until June 7, 2007. The conformity determination for the adopted RTIP is currently effective for two years; thus, the RTIP conformity will remain effective until October 4, 2006.

The Fine Particle conformity determination does not affect the existing conformity schedule for the RTP or RTIP. However, the new federal conformity regulation for $PM_{2.5}$ requires the Southern California Association of Governments (SCAG) to make a positive conformity determination and receive approval from the United States Department of Transportation (US DOT) by April 5, 2006 or the region's conformity will lapse.

The Southern California Transportation Conformity Working Group (TCWG) discussed an efficient process to obtain an approved $PM_{2.5}$ conformity determination for the 2004 RTP and RTIP (August 23, 2005 http://www.scag.ca.gov/tcwg/), and staff presented this process to the SCAG Energy and Environment Committee on September 1, 2005. This process entails reaffirming previously approved air quality conformity analyses and findings for the 2004 RTP and 2004 RTIP and addressing additional analyses required by the new Fine Particle standard. This approach parallels the process for the 8-hour ozone conformity determination.

Proposed process for Fine Particle conformity determination on the 2004 RTP and RTIP:

1. Conduct ongoing public participation and interagency consultation throughout the process.
2. Perform regional emission analysis. $PM_{2.5}$ is a new air quality standard with no established emission budgets, and requires an *interim emissions test*. The interim emissions test requires SCAG to demonstrate that implementing the 2004 RTP and the 2004 RTIP is not expected to cause $PM_{2.5}$ emissions to exceed emissions in year 2002. This $PM_{2.5}$ conformity determination includes regional emissions analysis for direct $PM_{2.5}$ emissions and NOx as a $PM_{2.5}$ precursor. The modeling years are the 2002 baseline year and 2010, 2020, and 2030.
3. Reaffirm the existing conformity findings for the 2004 RTP and 2004 RTIP.
4. Release the draft conformity analyses and documentation for the new $PM_{2.5}$ standard in November 2005 for a public comment period.
5. Hold a public hearing in January 2006.
6. Adopt the resolution making the final conformity determination in February 2006.
7. Send SCAG's Conformity Determination to the federal agencies for approval.
8. Approval by federal agencies before April 5, 2006.

Reaffirming approved conformity findings for NO2, Ozone, PM_{10}, and CO:

The fine particle conformity determination includes a reaffirmation of the approved conformity findings for both the 2004 RTP and the 2004 RTIP. This reaffirmation includes regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, and the appropriate documentation of findings, including reaffirming the process for interagency consultation and public participation.

II. FINE PARTICLE ($PM_{2.5}$) CONFORMITY REQUIREMENTS

Introduction

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with all applicable federal and state transportation and air quality regulations. As stated above, the new federal conformity regulation for fine particles ($PM_{2.5}$) requires SCAG to receive approval from the United States Department of Transportation (US DOT) on SCAG's conformity determination by April 5, 2006. Non-attainment area designations for the new for fine particle ($PM_{2.5}$) standard became effective on April 5, 2005, and an approved conformity determination is required one year after

the effective date. If US DOT does not approve SCAG's determination by April 5, 2006, then the region's conformity will lapse.

Fine Particle ($PM_{2.5}$) Non-attainment Area

The South Coast Air Basin is the only $PM_{2.5}$ non-attainment area in the SCAG Region and is illustrated in the map attached at the end of this report.

Table 1: SCAG Region – Fine Particle ($PM_{2.5}$) Non-attainment Area

Non-attainment Area	Maximum Attainment Date
South Coast Air Basin (SCAB)	2010 with a possible 5 year extension to **2015**

Interim Emissions Test for Fine Particle ($PM_{2.5}$)

Fine particulate matter ($PM_{2.5}$) is a new air quality standard, and requires an interim emissions test. An interim emissions test is required before new emissions budgets, which establish the maximum allowable level of specific emissions for particular future years, are developed as part of the $PM_{2.5}$ Air Quality Management Plan/State Implementation Plan (SIP). The interim emissions test for $PM_{2.5}$ requires SCAG to run the regional transportation model and the state emissions model (Burden/EMFAC2002) for the year 2002 and for future milestone years, including 2010, 2020, and 2030. The interim emissions test employed for this $PM_{2.5}$ conformity determination is called the *baseline year test*, which entails comparing $PM_{2.5}$ emissions modeled for future milestone years to $PM_{2.5}$ emissions in baseline year 2002. In order to pass the baseline year test, SCAG is required to demonstrate that implementing the 2004 RTP and the 2004 RTIP is not projected to increase emissions of fine particles ($PM_{2.5}$) in future years above the emissions in the baseline year 2002.

The final $PM_{2.5}$ rule requires $PM_{2.5}$ non-attainment areas to consider both direct $PM_{2.5}$ emissions and significant precursor emissions. The final federal $PM_{2.5}$ rule adds $PM_{2.5}$ precursors, such as nitrogen oxides (NOx), to the transportation conformity regulations because these gases react and cool to form fine particles. Prior to the submission of the proposed $PM_{2.5}$ State Implementation Plan (SIP/Air Quality Management Plan), direct $PM_{2.5}$ emissions and NOx emissions must be considered in $PM_{2.5}$ conformity determinations. For this initial $PM_{2.5}$ conformity determination, no federal significance findings have been made to add any additional $PM_{2.5}$ precursors, although additional $PM_{2.5}$ precursors may be required for future conformity determinations after a $PM_{2.5}$ State Implementation Plan has been submitted to US EPA, if additional $PM_{2.5}$ precursors are determined to be important contributors to $PM_{2.5}$ problems in the South Coast Air Basin.

Summary of the 2004 RTP and 2004 RTIP Regional Emissions Analyses for $PM_{2.5}$

- Emissions for the PM2.5 conformity determination were calculated using the annual output from the EMFAC2002 emissions model. Annual emissions were calculated by multiplying daily emissions by 365. Emissions output is shown in the Appendix at the end of this report.

- Baseline emissions for the year 2002 were calculated by constructing a network for 2002 and interpolating socioeconomic data.

- Future year emissions (2010, 2020 and 2030) were taken from the 2004 RTP/RTIP.

- To pass the baseline year interim regional emissions test for the conformity finding, projected direct $PM_{2.5}$ emissions and NOx emissions must be less than or equal to direct $PM_{2.5}$ emissions and the NOx emissions in the baseline year 2002.

- Planning assumptions are documented in Appendix E of the 2004 RTP (p. E-28-E-42) and Technical Appendix Section II of the 2004 RTIP (p. II-5-II-17).
  * EMFAC 2002 was used for Regional Emissions Analysis.
  * Modeling networks for each milestone year are based on projects and completion dates included in Appendix I of the 2004 RTP and Technical Appendix Section II of the 2004 RTIP (beginning on p. II-60).

A summary of the regional emissions analysis (conformity findings) is tabulated below. Additional emissions data is provided in the Appendix at the end of this document.

24-hour $PM_{2.5}$ Standard for South Coast Air Basin (SCAB)*

Pollutant		2010	2020	2030
$PM_{2.5}$	Baseyear emissions	13.27	13.27	13.27
	2004 RTP/RTIP	12.49	12.06	12.72
NO_x	Baseyear emissions	715.34	715.34	715.34
	2004 RTP/RTIP	417.99	192.74	125.75

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than baseyear emissions.

Annual $PM_{2.5}$ Standard for South Coast Air Basin (SCAB)

Pollutant		2010	2020	2030
$PM_{2.5}$	Baseyear emissions	4844	4844	4844
	2004 RTP/RTIP	4559	4402	4643
NO_x	Baseyear emissions	261,099	261,099	261,099
	2004 RTP/RTIP	152,565	70,351	45,898

Regional emissions generated using EMFAC 2002. To pass, RTP/RTIP emissions must be equal or less than baseyear emissions.

* Based on annual average emissions

Conformity Determinations

SCAG has determined the following conformity findings for the 2004 RTP and 2004 RTIP under the required federal tests for the new fine particle ($PM_{2.5}$) standard:

Regional Emissions Tests

- Finding: SCAG's 2004 RTP/RTIP regional emissions for direct $PM_{2.5}$ and NOx are less than the baseline year 2002 for the 24-hour and the annual standard in the South Coast Air Basin.

Financial Constraint/Timely Implementation

- Since the 2004 RTIP, one of the TCMs (CenterLine) is being replaced; currently the substitute projects and the financial changes are being processed and will be reflected in an amendment.

Reaffirmation of 2004 RTP/RTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2004 RTP/RTIP, which can be found at:

  http://www.scag.ca.gov/rtp2001/2004draft/techappendix/FinalTechAppend.htm
  and:
  http://www.scag.ca.gov/RTIP/final04/Sec1.pdf.

- This reaffirmation covers the findings for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation.

Inter-agency Consultation and Public Involvement Test

- Finding: In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the fine particle ($PM_{2.5}$) conformity determination underwent an appropriate process for interagency consultation and public participation. This process included Transportation Conformity Working Group consultations on August 23, 2005 October 25, 2005, and December 27, 2005; Energy and Environment Committee updates on September 1, 2005 and November 3, 2005 and a briefing of the Subregional Coordinators on October 27, 2005. An announcement of the public comment period was placed on the SCAG website on November 22, 2005. Copies of the $PM_{2.5}$ Conformity Determination packet were distributed to twelve regional libraries. A formal Public Hearing was held at SCAG's offices on January 5, 2006. This event was advertised in several regional newspapers in December of 2005, including the Imperial Valley Press, La Opinion, Long Beach

Press Enterprise, Los Angeles Times, Orange County Register, San Bernardino Sun, Riverside Press-Enterprise, and Ventura Star.

REGIONAL EMISSIONS ANALYSES

SOUTH COAST AIR BASIN (SCAB)

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Particulate Matter 2.5 – 24 Hour Emissions

	YR 2002	YR 2010	YR 2020	YR 2030
2004 RTP/RTIP	**N/A**	**12.49**	**12.07**	**12.71**
Exhaust	10.48	9.49	8.83	9.20
Tire Wear	0.83	0.9	0.98	1.08
Brake	1.97	2.1	2.25	2.44
Total $PM_{2.5}$ Exhaust	13.27	12.49	12.06	12.72
Baseyear Emissions	**13.27**	**13.27**	**13.27**	**13.27**
Difference (plan – baseyear)	N/A	-0.78	-1.21	- 0.55

Conformity finding requirement: $PM_{2.5}$ plan emissions must be equal or less than baseyear.

Particulate Matter 2.5 – Annual Emissions

	YR 2002	YR 2010	YR 2020	YR 2030
2004 RTP/RTIP	**N/A**	**4559**	**4406**	**4639**
Exhaust	3,825	3,464	3,223	3,358
Tire Wear	303	329	358	394
Brake	719	767	821	891
Total $PM_{2.5}$ Exhaust	4,844	4,559	4,402	4,643
Baseyear Emissions	**4,844**	**4,844**	**4,844**	**4,844**
Difference (plan – baseyear)	N/A	-285	-442	-201

Conformity finding requirement: $PM_{2.5}$ plan emissions must be equal or less than baseyear.

Oxides of Nitrogen – 24 Hour Emissions

	YR 2002	YR 2010	YR 2020	YR 2030
2004 RTP/RTIP	**N/A**	**417.99**	**192.74**	**125.75**
Baseyear Emissions	**715.34**	**715.34**	**715.34**	**715.34**
Difference (plan – baseyear)	N/A	-297.35	-522.60	-589.59

Conformity finding requirement: $PM_{2.5}$ plan emissions must be equal or less than baseyear

Oxides of Nitrogen – Annual Emissions

	YR 2002	YR 2010	YR 2020	YR 2030
2004 RTP/RTIP	**N/A**	**152,565**	**70,351**	**45,898**
Baseyear Emissions	**261,099**	**261,099**	**261,099**	**261,099**
Difference (plan – baseyear)	N/A	-108,534	-190,748	-251,201

Conformity finding requirement: $PM_{2.5}$ plan emissions must be equal or less than baseyear.

SUMMARY OF EMISSIONS ANALYSIS OF ADDITIONAL CRITERIA POLLUTANTS

In addition to the regional emissions analysis for $PM_{2.5}$, below is a summary of the regional emissions analysis for additional criteria pollutants in the SCAG region. For more detailed tables, see Technical Appendix Section II of the 2004 RTIP (p. II-11 to II-59). All emissions are in tons per day.

South Coast Air Basin (SCAB)

Nitrogen Dioxide (NOx) -Winter

NOx	YR 2005	YR 2010	YR 2020	YR 2030
BUDGET	686.000	686.000	686.000	686.000
2004 RTIP	613.664	448.827	205.602	132.970

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

Carbon Monoxide (CO) – Winter

CO	YR 2005	YR 2010	YR 2020	YR 2030
BUDGET	3,361.000	3,361.000	3,361.000	3,361.000
2004 RTIP	2,597.739	1,809.900	859.679	529.757

Conformity finding requirement: the CO emissions must be equal or less than emission budgets.

Particulate Matter Less Than 10 Microns (PM10) – Annual Average

ROG	YR 2006	YR 2010	YR 2020	YR 2030
BUDGET	251.000	251.000	251.000	251.000
2004 RTIP	245.350	189.074	106.433	72.495
NOx				
BUDGET	549.000	549.000	549.000	549.000
2004 RTIP	534.144	418.005	192.723	125.728
PM10				
BUDGET	166.000	166.000	166.000	166.000
2004 RTIP	165.927	163.375	161.520	163.893

Conformity finding requirement: the ROG, NOx, and PM10 emissions must be equal or less than emission budgets.

Ozone – Summer

Ozone Precursor ROG (VOC)	YR 2005	YR 2008	YR 2010	YR 2020	YR 2030
BUDGET	263.000	216.000	155.000	155.000	155.000
2004 RTP/RTIP	258.467	212.754	151.339	107.230	73.127
NOx					
BUDGET	546.000	546.000	352.000	352.000	352.000
2004 RTP/RTIP	542.271	453.459	349.	184.2	120.8

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

Nitrogen Dioxide (NO2) – Winter

NO2 Precursor NOx	YR 2005	YR 2010	YR 2020	YR 2030
BUDGET	686.000	686.000	686.000	686.000
2004 RTP/RTIP	6153.664.091	448.586	205.751	132.980

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

Mojave Desert Air Basin (MDAB)

(San Bernardino County portion of MDAB excluding Searles Valley)

Particulate Matter Less Than 10 Microns (PM10) – Annual Average

PM10	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTIP No-Build	7.875	9.066	10.966	13.262
2004 RTP Plan	7.837	8.843	10.889	13.046

Conformity finding requirement: the Plan scenario's emissions must be equal or less than the No-Build scenario's emissions.

Western Mojave Desert Air Basin (MDAB)

Ozone – Summer

Ozone Precursor ROG (VOC)	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
BUDGET	21.900	19.100	19.100	19.100	19.100
2004 RTP/RTIP	18.800	16.436	13.330	7.690	6.340
NOx					
BUDGET	56.000	52.100	52.100	52.100	52.100
2004 RTP/RTIP	52.510	48.38	41.750	19.310	4.360

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

Salton Sea Air Basin (SSAB) – Coachella Valley

Particulate Matter Less Than 10 Microns (PM10) – Annual Average

PM10	YR 2006	YR 2010	YR 2020	YR 2030
BUDGET	10.900	10.900	10.900	10.900
2004 RTIP Plan	9.168	9.484	10.044	10.671

Conformity finding requirement: the PM10 emissions must be equal or less than emission budgets.

Ozone - Summer

Ozone Precursor ROG (VOC)	YR 2005	YR 2007	YR 2010	YR 2013	YR 2020	YR 2030
BUDGET	4.600	4.100	4.100	4.100	4.100	4.100
2004 RTP/RTIP	4.310	3.906	3.361	2.867	2.234	1.838
NOx						
BUDGET	12.300	11.100	11.100	11.100	11.100	11.100
2004 RTP/RTIP	12.008	11.016	9.305	7.623	4.913	3.460

Conformity finding requirement: the Build emissions must be less than the No-Build emissions.

Salton Sea Air Basin (SSAB) – Imperial County

Particulate Matter Less Than 10 Microns (PM10) – Annual Average

PM10	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTIP No-Build	5.577	6.339	8.306	10.252
2004 RTIP Plan	5.574	6.334	7.798	9.610

Conformity finding requirement: the Plan scenario's emissions must be equal or less than the No-Build scenario's emissions.

Ozone - Summer

Ozone Precursor ROG (VOC)	YR 2005	YR 2010	YR 2020	YR 2030
No build (Baseline)	8.850	7.230	5.630	5.720
Build (Plan)	8.845	7.220	5.610	5.690
NOx				
No-Build (Baseline)	12.725	11.800	8.881	7.810
Build (Plan)	12.720	11.790	8.880	7.790

Conformity finding requirement: the Build emissions must be less than the No-Build emissions

Ventura County – South Central Coast Air Basin (VC/SCCAB)

Ozone – Summer

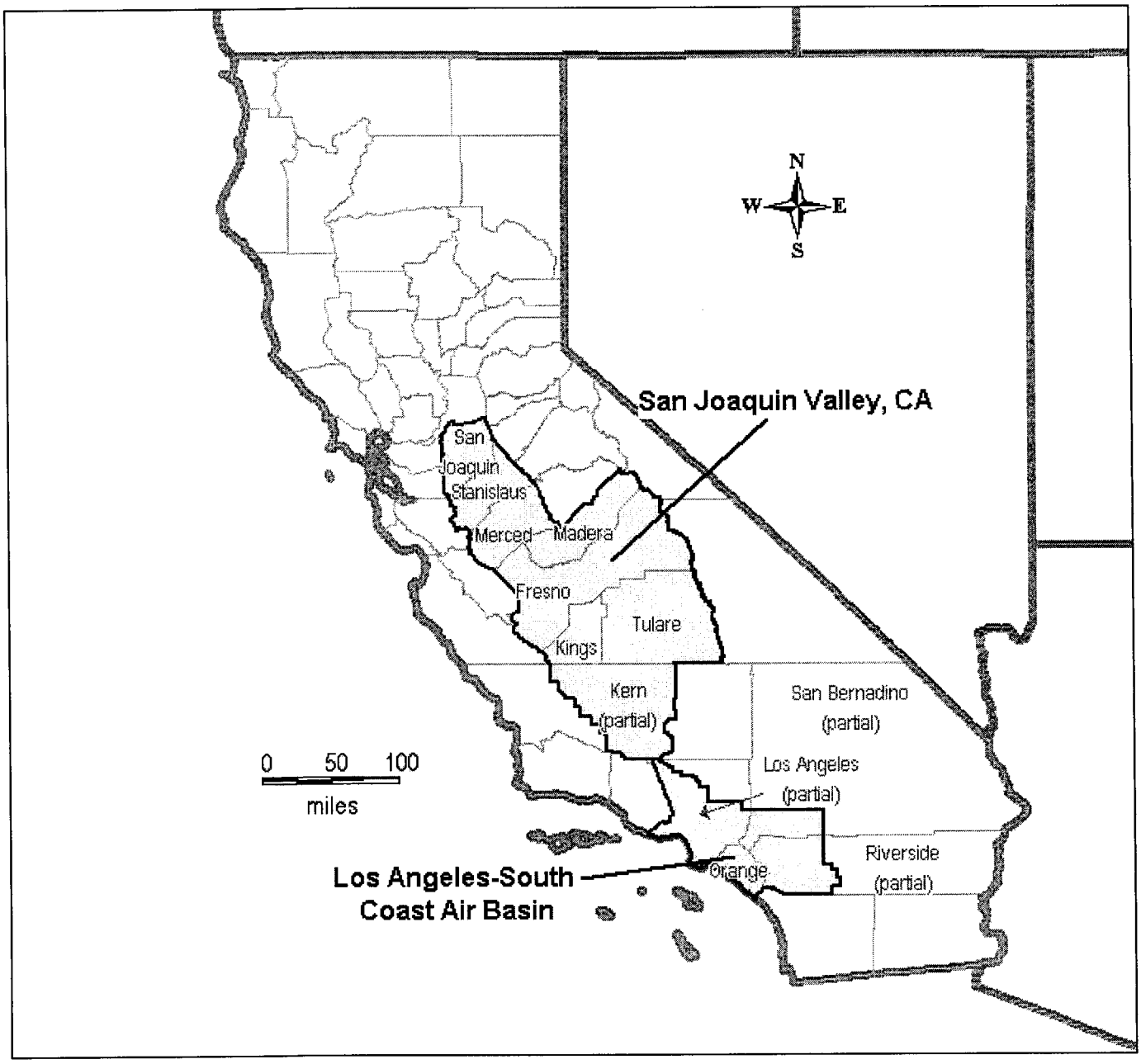
Ozone Precursor ROG (VOC)	YR 2005	YR 2010	YR 2020	YR 2030
BUDGET	14.300	14.300	14.300	14.300
2004 RTP/RTIP	14.180	10.670	6.160	4.170
NOx				
BUDGET	21.400	21.400	21.400	21.400
2004 RTP/RTIP	21.190	15.170	6.800	4.350

Conformity finding requirement: RTP/RTIP emissions must be equal or less than budget

U.S. Environmental Protection Agency

Fine Particle (PM 2.5) Designations

California PM 2.5 Designations Map



APPENDIX

YEAR 2002 - annual (02rr.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2002 -- Model Years: 1965 to 2002

Run Date : 09/30/05 14:59:28
Season : Annual

VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

Friday, September 30, 2005 3:02:26 PM

SUB AREA		VEHICLE	VMT	STARTS	ROG	CO	NOX	PM2.5ex	Tire W	Brake W	PM2.5sum	SOx	Gasoline	Diesel
LOS(SCAB)	HDT	186984	12649	4792546	24.04	194.39	203.12	3.10	0.08	0.08	3.25	1.56	315.53	1647.88
	L&M	5254661	180280	32653716	191.50	1966.37	199.83	3.03	0.40	1.07	4.50	1.22	9400.72	51.46
	OTH	60580	1617	56098	3.07	46.28	20.50	0.32	0.00	0.01	0.33	0.17	75.90	172.21
	SUM	5502220	194547	37502400	218.60	2207.03	423.46	6.45	0.48	1.15	8.09	2.94	9792.14	1871.54
ORA(SCAB)	HDT	49513	3459	1336680	5.38	44.36	48.08	0.64	0.01	0.02	0.68	0.38	92.18	405.49
	L&M	2069686	65698	12930883	59.16	569.45	58.84	0.88	0.15	0.39	1.41	0.43	3312.33	21.60
	OTH	23302	489	14664	0.87	14.29	4.63	0.07	0.00	0.00	0.08	0.03	26.22	34.46
	SUM	2142500	69646	14282200	65.40	628.12	111.55	1.59	0.17	0.41	2.16	0.85	3430.73	461.54
RIV(SCAB)	HDT	54262	4362	1366891	6.81	56.91	70.83	0.86	0.02	0.02	0.90	0.52	104.75	544.26
	L&M	815063	32621	5056427	27.33	300.87	31.69	0.51	0.06	0.19	0.78	0.22	1632.77	12.84
	OTH	18395	361	8578	0.60	11.80	2.80	0.04	0.00	0.00	0.05	0.02	20.66	17.08
	SUM	887720	37342	6431900	34.74	369.57	105.31	1.41	0.10	0.22	1.73	0.75	1758.17	574.18
SBD(SCAB)	HDT	40260	2945	984441	4.52	37.30	51.69	0.62	0.01	0.01	0.66	0.39	62.40	402.57
	L&M	809120	27221	5022922	26.83	267.59	28.03	0.38	0.05	0.16	0.61	0.18	1376.25	9.18
	OTH	12873	237	7851	0.39	7.70	2.12	0.03	0.00	0.00	0.03	0.01	12.52	15.12
	SUM	862253	30404	6015220	31.74	312.59	81.85	1.03	0.08	0.18	1.29	0.57	1451.15	426.86
SCAB SUM	HDT	331019	23416	8480547	40.76	332.93	373.72	5.21	0.16	0.14	5.50	2.83	574.84	3000.18
	L&M	8948519	305820	55664001	304.79	3104.27	318.39	4.81	0.68	1.82	7.29	2.05	15722.04	95.06
	OTH	115150	2705	87191	4.92	80.09	30.04	0.46	0.00	0.02	0.48	0.24	135.30	238.87
	SUM	9394690	331939	64231700	350.47	3517.31	722.16	10.48	0.83	1.97	13.27	5.12	16432.18	3334.11

Note:
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
a02SCAB.prn
a02BRDN.SUM
SCAB R2202 : VOC = 254.74 CO = 2796.69 NOx = 279.42

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YEAR 2010 - annualPLAN (10p.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2010 -- Model Years: 1965 to 2010

Run Date : 09/30/05 14:01:30
Season : Annual

VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

Friday, September 30, 2005 2:05:33 PM

SUB AREA		VEHICLE	VMT	STARTS	ROG	CO	NOX	PM2.5ex	Tire W	Brake W	PM2.5sum	SOx	Gasoline	Diesel
LOS(SCAB)	HDT	206188	14192	5023477	16.38	104.97	137.96	2.03	0.09	0.09	2.21	0.25	274.67	2020.31
	L&M	5489792	185037	33851800	98.87	1015.22	96.71	3.47	0.41	1.09	4.97	0.87	9279.22	31.01
	OTH	64681	1746	59929	2.35	27.00	16.94	0.28	0.00	0.01	0.29	0.02	79.97	172.10
	SUM	5760660	200976	38935200	117.59	1147.19	251.58	5.78	0.51	1.19	7.48	1.14	9633.86	2223.42
ORA(SCAB)	HDT	51018	3473	1303401	3.41	21.51	29.21	0.44	0.02	0.02	0.48	0.05	74.02	453.15
	L&M	2310804	70238	14317107	33.66	311.35	29.77	1.07	0.16	0.41	1.64	0.31	3434.69	12.17
	OTH	26894	568	16916	0.69	8.67	4.23	0.07	0.00	0.00	0.08	0.00	28.45	40.39
	SUM	2388720	74280	15637400	37.74	341.52	63.20	1.58	0.18	0.44	2.20	0.39	3537.15	505.71
RIV(SCAB)	HDT	57553	4738	1383733	4.14	26.91	43.76	0.55	0.02	0.03	0.61	0.08	89.94	651.59
	L&M	1013900	39602	6267361	15.50	172.49	16.32	0.67	0.09	0.23	1.00	0.18	1940.57	7.25
	OTH	23474	467	10916	0.48	7.28	2.61	0.04	0.00	0.00	0.06	0.00	24.78	22.85
	SUM	1094930	44808	7662020	20.12	206.67	62.71	1.27	0.12	0.27	1.66	0.26	2055.28	681.71
SBD(SCAB)	HDT	41683	3153	969645	2.65	17.20	30.59	0.38	0.02	0.01	0.43	0.05	52.33	468.33
	L&M	927501	30587	5737958	14.33	137.96	13.29	0.45	0.06	0.17	0.70	0.14	1497.59	4.83
	OTH	16085	301	9798	0.31	4.74	1.96	0.03	0.00	0.00	0.03	0.00	14.78	18.95
	SUM	985269	34041	6717410	17.29	159.91	45.85	0.87	0.09	0.20	1.16	0.20	1564.71	492.11
SCAB SUM	HDT	356442	25556	8680250	26.57	170.59	241.50	3.40	0.18	0.15	3.74	0.42	490.96	3593.40
	L&M	9741992	325466	60174217	162.34	1637.00	156.09	5.66	0.71	1.93	8.30	1.52	16152.07	55.27
	OTH	131134	3083	97559	3.82	47.68	25.74	0.43	0.00	0.02	0.45	0.05	147.98	254.29
	SUM	10229600	354105	68952100	192.74	1855.29	423.34	9.50	0.90	2.10	12.49	1.99	16790.99	3902.95

Note:
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
a10SCAB.pm
a10BRDN.SUM
SCAB R2202 : VOC = 126.18 CO = 1431.68 NOx = 132.48

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YEAR 2020 - annualPLAN (20p.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2020 -- Model Years: 1975 to 2020

Run Date : 09/30/05 14:34:24
Season : Annual

VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

SUB AREA		VEHICLE	VMT	STARTS	ROG	CO	NOX	PM2.5ex	Tire W	Brake W	PM2.5sum	SOx	Gasoline	Diesel
LOS(SCAB)	HDT	235357	16462	5529986	11.03	53.34	57.43	1.20	0.11	0.11	1.42	0.30	258.73	2507.59
	L&M	5768144	193007	35247600	49.60	466.46	42.42	3.79	0.43	1.14	5.35	0.89	9511.64	11.96
	OTH	72318	1960	67052	1.96	12.77	13.45	0.24	0.00	0.01	0.26	0.03	88.96	179.91
	SUM	6075820	211430	40844600	62.58	532.58	113.31	5.23	0.55	1.25	7.03	1.21	9859.33	2699.48
ORA(SCAB)	HDT	59601	3826	1479185	2.54	11.95	12.82	0.28	0.02	0.02	0.32	0.05	70.78	528.00
	L&M	2434533	72511	14914566	18.47	145.96	12.65	1.16	0.16	0.42	1.74	0.31	3475.07	4.18
	OTH	30887	654	19469	0.52	3.88	3.42	0.06	0.00	0.00	0.07	0.00	31.62	45.63
	SUM	2525020	76992	16413200	21.53	161.80	28.89	1.48	0.19	0.46	2.13	0.40	3577.46	577.81
RIV(SCAB)	HDT	75183	6109	1759893	3.23	16.17	19.75	0.39	0.03	0.04	0.46	0.11	99.43	892.77
	L&M	1215283	46262	7442810	9.16	89.56	7.64	0.84	0.11	0.29	1.22	0.22	2253.71	2.58
	OTH	28616	572	13318	0.35	2.95	1.97	0.03	0.00	0.00	0.04	0.00	29.35	28.12
	SUM	1319080	52945	9216020	12.73	108.67	29.35	1.28	0.15	0.31	1.74	0.32	2382.49	923.46
SBD(SCAB)	HDT	56033	4102	1271671	2.15	11.04	14.56	0.26	0.02	0.01	0.32	0.07	59.39	635.17
	L&M	1071949	34607	6574312	8.08	66.85	5.88	0.54	0.06	0.20	0.81	0.16	1672.86	1.61
	OTH	19607	369	11943	0.22	1.69	1.54	0.03	0.00	0.00	0.03	0.00	17.13	23.01
	SUM	1147590	39079	7857920	10.45	79.58	21.98	0.84	0.11	0.23	1.17	0.23	1749.36	659.80
SCAB SUM	HDT	426174	30499	10040742	18.94	92.49	104.53	2.12	0.22	0.18	2.52	0.52	488.32	4563.53
	L&M	10489918	346390	64179300	85.30	768.84	68.61	6.32	0.76	2.05	9.14	1.59	16913.29	20.36
	OTH	151428	3556	111782	3.04	21.31	20.37	0.38	0.01	0.02	0.41	0.05	167.05	276.67
	SUM	11067500	380446	74331800	107.29	882.64	193.52	8.83	0.98	2.25	12.07	2.16	17568.64	4860.55

Note:
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
a20SCAB.prn
a20BRDN.SUM
SCAB R2202 : VOC = 59.81 CO = 647.11 NOx = 56.19

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YEAR 2030- PLAN (30P.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2030 -- Model Years: 1985 to 2030

Run Date : 09/30/05 10:37:29
Season : Annual

VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons)

Friday, September 30, 2005 10:48:41 AM

SUB AREA		VEHICLE	VMT	STARTS	ROG	CO	NOX	PM2.5ex	Tire W	Brake W	PM2.5sum	SOx	Gasoline	Diesel
LOS(SCAB)	HDT	267269	18872	6191405	8.53	40.10	38.24	1.05	0.13	0.11	1.30	0.34	284.51	2893.12
	L&M	6141182	204698	37365501	30.82	265.00	22.69	4.07	0.45	1.21	5.72	0.94	10046.18	3.77
	OTH	96393	2416	78598	1.03	9.16	10.24	0.21	0.00	0.02	0.23	0.03	115.86	193.94
	SUM	6504850	225985	43635500	40.40	314.28	71.17	5.33	0.59	1.34	7.26	1.31	10446.57	3090.83
ORA(SCAB)	HDT	68914	4156	1691243	2.28	9.54	8.52	0.25	0.02	0.02	0.30	0.07	74.43	581.07
	L&M	2521110	74505	15351695	11.90	86.66	6.87	1.20	0.16	0.45	1.82	0.34	3563.88	1.15
	OTH	40310	802	22296	0.29	2.76	2.67	0.05	0.00	0.00	0.06	0.00	40.00	49.67
	SUM	2630330	79461	17065200	14.49	98.96	18.06	1.51	0.19	0.47	2.17	0.41	3678.31	631.90
RIV(SCAB)	HDT	97122	7374	2254109	3.30	15.22	14.91	0.41	0.04	0.04	0.49	0.12	119.85	1081.00
	L&M	1409404	53472	8609005	6.77	60.57	4.65	1.01	0.12	0.32	1.43	0.25	2641.55	0.72
	OTH	39914	764	16356	0.19	1.87	1.49	0.03	0.00	0.00	0.04	0.00	41.83	34.01
	SUM	1546440	61611	10879500	10.24	77.65	21.06	1.44	0.17	0.37	1.98	0.38	2803.24	1115.72
SBD(SCAB)	HDT	75164	5207	1692695	2.25	10.71	11.36	0.28	0.03	0.03	0.36	0.09	74.16	810.66
	L&M	1208648	39148	7397128	5.50	42.46	3.37	0.60	0.09	0.23	0.92	0.18	1896.27	0.41
	OTH	28169	503	15032	0.12	1.07	1.15	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	1311980	44860	9104850	7.87	54.25	15.87	0.92	0.13	0.27	1.31	0.28	1994.71	838.50
SCAB SUM	HDT	508469	35609	11829447	16.36	75.57	73.00	1.95	0.24	0.20	2.43	0.62	552.95	5365.86
	L&M	11280347	371822	68723322	55.00	454.69	37.59	6.90	0.82	2.21	9.92	1.69	18147.89	6.05
	OTH	204786	4486	132282	1.65	14.87	15.56	0.33	0.01	0.02	0.38	0.06	221.97	305.05
	SUM	11993600	411917	80685100	73.00	545.13	126.16	9.19	1.08	2.44	12.71	2.38	18922.82	5676.96

Note:
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
P30SCAB.prn
P30BRDN.SUM
SCAB R2202 : VOC = 36.81 CO = 367.26 NOx = 30.14

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YEAR 2010 - NBannual (10NB.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2010 -- Model Years: 1965 to 2010

Run Date : 10/11/05 15:05:35
Season : Annual

VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Tuesday, October 11, 2005 5:07:35 PM

SUB AREA		VEHICLE	VMT	STARTS	ROG	CO	NOX	PM2.5ex	Tire W	Brake W	PM2.5sum	SOx	Gasoline	Diesel
LOS(SCAB)	HDT	206209	14194	5023946	16.53	105.41	135.67	2.08	0.09	0.09	2.26	0.25	276.63	2020.50
	L&M	5705500	192308	35181928	103.42	1062.88	100.71	3.68	0.42	1.14	5.24	0.90	9739.84	32.23
	OTH	64681	1746	59929	2.35	27.00	16.94	0.28	0.00	0.01	0.29	0.02	79.97	172.10
	SUM	5976390	208248	40265800	122.31	1195.29	253.32	6.04	0.52	1.23	7.79	1.18	10096.43	2224.83
ORA(SCAB)	HDT	50715	3451	1295665	3.41	21.43	28.76	0.44	0.02	0.02	0.48	0.05	73.98	450.46
	L&M	2366251	71924	14660636	34.54	320.27	30.51	1.10	0.16	0.42	1.70	0.33	3533.04	12.46
	OTH	26894	568	16916	0.69	8.67	4.23	0.07	0.00	0.00	0.08	0.00	28.45	40.39
	SUM	2443860	75945	15973200	38.64	350.37	63.50	1.62	0.18	0.45	2.25	0.39	3635.47	503.32
RIV(SCAB)	HDT	56528	4654	1359077	4.12	26.51	42.10	0.55	0.02	0.03	0.61	0.08	88.64	640.00
	L&M	1056890	41283	6533097	16.25	181.34	17.06	0.72	0.10	0.24	1.05	0.20	2042.97	7.56
	OTH	23474	467	10916	0.48	7.28	2.61	0.04	0.00	0.00	0.06	0.00	24.78	22.85
	SUM	1136890	46403	7903090	20.84	215.12	61.78	1.32	0.12	0.27	1.72	0.27	2156.38	670.40
SBD(SCAB)	HDT	42447	3211	987446	2.72	17.44	30.37	0.40	0.02	0.01	0.44	0.05	52.59	476.93
	L&M	951616	31383	5887138	14.72	142.27	13.59	0.46	0.06	0.18	0.72	0.14	1534.50	4.94
	OTH	16085	301	9798	0.31	4.74	1.96	0.03	0.00	0.00	0.03	0.00	14.78	18.95
	SUM	1010150	34894	6884390	17.74	164.46	45.92	0.90	0.09	0.21	1.20	0.20	1601.87	500.83
SCAB SUM	HDT	355899	25511	8666130	26.78	170.78	236.89	3.48	0.18	0.15	3.80	0.42	491.84	3587.89
	L&M	10080253	336896	62262795	168.93	1706.76	161.88	5.96	0.75	2.00	8.70	1.58	16850.35	57.22
	OTH	131134	3083	97559	3.82	47.68	25.74	0.43	0.00	0.02	0.45	0.05	147.98	254.29
	SUM	10567300	365489	71026500	199.53	1925.24	424.52	9.88	0.92	2.17	12.96	2.05	17490.16	3899.38

Note:
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
N10SCAB.prn
N10BRDN.SUM
SCAB R2202 : VOC = 131.36 CO = 1494.48 NOx = 137.42 PM10 = 7.77

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YEAR 2020 - NBannual (20NB.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2020 -- Model Years: 1975 to 2020

Run Date : 10/11/05 15:57:11
Season : Annual

VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Tuesday, October 11, 2005 5:06:09 PM

SUB AREA		VEHICLE	VMT	STARTS	ROG	CO	NOX	PM2.5ex	Tire W	Brake W	PM2.5sum	SOx	Gasoline	Diesel
LOS(SCAB)	HDT	237043	16580	5569588	11.28	54.45	56.15	1.26	0.11	0.11	1.49	0.30	268.09	2525.54
	L&M	6171642	206510	37713216	53.68	509.25	45.84	4.30	0.46	1.23	5.98	0.98	10468.65	12.80
	OTH	72318	1960	67052	1.96	12.77	13.45	0.24	0.00	0.01	0.26	0.03	88.96	179.91
	SUM	6481000	225049	43349900	66.91	576.48	115.43	5.81	0.58	1.33	7.72	1.30	10825.70	2718.27
ORA(SCAB)	HDT	60323	3871	1497110	2.59	12.21	12.82	0.28	0.02	0.02	0.33	0.06	73.03	534.39
	L&M	2545718	75824	15595689	19.39	154.60	13.28	1.25	0.17	0.45	1.86	0.36	3683.62	4.37
	OTH	30887	654	19469	0.52	3.88	3.42	0.06	0.00	0.00	0.07	0.00	31.62	45.63
	SUM	2636930	80350	17112300	22.51	170.69	29.52	1.59	0.19	0.48	2.26	0.42	3788.27	584.40
RIV(SCAB)	HDT	70752	5750	1656177	3.11	15.62	18.28	0.39	0.03	0.04	0.46	0.10	98.94	840.15
	L&M	1283318	48852	7859484	9.83	97.41	8.21	0.97	0.11	0.29	1.39	0.23	2493.18	2.72
	OTH	28616	572	13318	0.35	2.95	1.97	0.03	0.00	0.00	0.04	0.00	29.35	28.12
	SUM	1382690	55175	9528980	13.29	115.99	28.45	1.41	0.15	0.33	1.89	0.34	2621.47	870.99
SBD(SCAB)	HDT	54366	3980	1233856	2.12	10.75	13.57	0.27	0.02	0.01	0.32	0.06	57.35	616.28
	L&M	1101300	35555	6754325	8.31	70.09	6.05	0.57	0.07	0.21	0.86	0.16	1727.01	1.66
	OTH	19607	369	11943	0.22	1.69	1.54	0.03	0.00	0.00	0.03	0.00	17.13	23.01
	SUM	1175270	39904	8000120	10.65	82.54	21.16	0.87	0.11	0.24	1.22	0.24	1801.47	640.96
SCAB SUM	HDT	422484	30182	9956718	19.09	93.01	100.81	2.20	0.21	0.18	2.59	0.52	497.40	4516.38
	L&M	11101977	366742	67922655	91.23	831.37	73.37	7.08	0.81	2.17	10.07	1.73	18372.48	21.58
	OTH	151428	3556	111782	3.04	21.31	20.37	0.38	0.01	0.02	0.41	0.05	167.05	276.67
	SUM	11675900	400478	77991200	113.36	945.70	194.56	9.68	1.03	2.37	13.08	2.30	19036.91	4814.62

Note:
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
N20SCAB.prn
N20BRDN.SUM
SCAB R2202 : VOC = 64.18 CO = 701.75 NOx = 60.13 PM10 = 8.98

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YEAR 2030 - NBannual (30NB.zip)

Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Scen Year: 2030 -- Model Years: 1985 to 2030

Run Date : 10/11/05 15:32:23
Season : Annual

VEHICLE ON-ROAD EMISSIONS (Emissions in tone, VMT in 1000-miles, Fuel Consumption in 1000-gallons) Tuesday, October 11, 2005 4:59:16 PM

SUB AREA		VEHICLE	VMT	STARTS	ROG	CO	NOX	PM2.5ex	Tire W	Brake W	PM2.5sum	SOx	Gasoline	Diesel
LOS(SCAB)	HDT	261509	18466	6057990	8.56	40.53	36.30	1.12	0.12	0.11	1.35	0.33	296.84	2830.79
	L&M	6541212	218031	39799565	33.38	292.05	24.68	4.82	0.48	1.28	6.60	1.07	11265.54	4.01
	OTH	96393	2416	78598	1.03	9.16	10.24	0.21	0.00	0.02	0.23	0.03	115.86	193.94
	SUM	6899120	238912	45936100	42.99	341.73	71.24	6.14	0.62	1.42	8.18	1.42	11678.25	3028.73
ORA(SCAB)	HDT	68452	4128	1679917	2.29	9.59	8.35	0.25	0.02	0.02	0.30	0.07	75.77	577.17
	L&M	2664206	78733	16223003	12.63	93.27	7.31	1.32	0.17	0.46	1.97	0.36	3838.01	1.22
	OTH	40310	802	22296	0.29	2.76	2.67	0.05	0.00	0.00	0.06	0.00	40.00	49.67
	SUM	2772960	83662	17925200	15.22	105.62	18.34	1.64	0.20	0.50	2.34	0.44	3953.79	628.08
RIV(SCAB)	HDT	89481	6794	2076749	3.15	14.77	13.38	0.41	0.04	0.04	0.50	0.12	122.49	995.95
	L&M	1462764	55496	8934934	7.18	66.26	4.99	1.22	0.13	0.33	1.68	0.27	2961.97	0.73
	OTH	39914	764	16356	0.19	1.87	1.49	0.03	0.00	0.00	0.04	0.00	41.83	34.01
	SUM	1592160	63055	11028000	10.51	82.92	19.86	1.68	0.17	0.37	2.23	0.40	3126.29	1030.69
SBD(SCAB)	HDT	67483	4675	1519739	2.06	9.77	9.79	0.26	0.03	0.03	0.33	0.07	67.49	727.83
	L&M	1222779	39608	7483619	5.58	44.53	3.44	0.66	0.09	0.24	0.97	0.19	1958.00	0.42
	OTH	28169	503	15032	0.12	1.07	1.15	0.03	0.00	0.00	0.04	0.00	24.28	27.42
	SUM	1318430	44786	9018390	7.77	55.36	14.37	0.95	0.12	0.27	1.34	0.27	2049.78	755.67
SCAB SUM	HDT	486925	34063	11334389	16.07	74.66	67.82	2.05	0.24	0.19	2.48	0.59	562.60	5131.74
	L&M	11890958	391867	72441032	58.77	496.10	40.44	8.03	0.86	2.32	11.22	1.88	20023.52	6.40
	OTH	204786	4486	132282	1.65	14.87	15.56	0.33	0.01	0.02	0.38	0.06	221.97	305.05
	SUM	12582700	430415	83907800	76.48	585.63	123.81	10.41	1.11	2.55	14.08	2.53	20808.11	5443.18

Note:
Banning Area is included in SCAB, not in Coachella Valley
SUM = Light & Medium Duty Vehicle + Heavy Duty Truck + Others
L&M = Passenger car + Light Duty Truck(1) & (2) + Medium Duty Truck + Motor Cycle
HDT = Light Heavy Duty Truck (1) & (2) + Medium Heavy Duty Truck + Heavy Heavy Duty Truck
OTH = Line Haul Vehicle + School Bus + Urban Bus + Motor Home
N30SCAB.prn
N30BRDN.SUM
SCAB R2202 : VOC = 39.54 CO = 403.22 NOx = 32.47 ~~PM10 = 9.97~~

** Summary for /p-6/=04rr02p/=84summary on Tue Nov 8 15:01:18 PST 2005
date

-Total Population	
Los Angeles County	9576322
Orange County	2867240
Riverside County	1525315
San Bernardino County	1695031
Ventura County	758090
TOTAL	16421998
-Total Workers	
Los Angeles County	4078765
Orange County	1383655
Riverside County	614719
San Bernardino County	676330
Ventura County	359204
TOTAL	7112673
-Total Employement	
Los Angeles County	4447345
Orange County	1514576
Riverside County	515463
San Bernardino County	589369
Ventura County	337259
TOTAL	7404012
-Total Household	
Los Angeles County	3135803
Orange County	939712
Riverside County	503431
San Bernardino County	522640
Ventura County	244477
TOTAL	5346063
-Total Person Trips	
Los Angeles County	32153636
Orange County	10669848
Riverside County	5228154
San Bernardino County	5640028
Ventura County	2797439
TOTAL	56489106
-Total Person Trips by Trip type	
Home Base Work	9090292
Home Base University	1861244
Home Base School	5245811
Home Base Other	22239131
Other Base Other	11974061
Work Base Other	6078650
TOTAL	56489189
-Home To Work/University Mode Choice	
Drive Alone	8366038
% Person Trips	76.392

Carpool	1572766
% Person Trips	14.361
Transit	527584
% Person Trips	4.817
Non-Motorized	485066
% Person Trips	4.429

Home-Work Vehicle Person	9938802
Home-Work Vehicle Driver	9016660
Average Vehicle Occupancy	1.1023

-Total Person Trips Mode Choice

Drive Alone	26990326
% Person Trips	47.780
Carpool	22848017
% Person Trips	40.447
Transit	1219623
% Person Trips	2.159
School Bus	742246
% Person Trips	1.314
Non Motorized	4688894
% Person Trips	8.301

Total Vehicle Persons	49838343
Total Vehicle Driver	34739205
Average Vehicle Occupancy	1.4346

-Daily Transit Boarding

Metrolink	29585
MTA bus	1283152
MTA Rail	211996
Others	732781
Maglev	
TOTAL	2257514

-Average Trip Length

Home-To-Work Avg Travel Time	21.2320
Home-To-Work Avg Travel Distance	12.5133
All Trip Type Avg Travel Time	13.4917
All Trip Type Avg Travel Distance	7.8935

-Avg Travel Speed (Light and Medium Vehicles)

Total Modeling Area (Daily)

Avg Mix-Flow Speed	49.7662
Avg HOV Speed	52.6685
Avg Arterial Speed	30.3926
Avg Speed (All Facilities)	35.3838

SCAB Area (Daily)

Avg Mix-Flow Speed	48.8867
Avg HOV Speed	52.6027

Avg Arterial Speed	29.4061

Total Modeling Area (6-9 AM)

Avg Mix Flow Speed	46.6389
Avg Hov Speed	51.1901
Avg Arterial speed	29.1005
Avg Speed (All Facilities)	33.5780

-Vehicle Miles Traveled (VMT)

Light and Medium Duty Vehicle	343169768
Heavy Duty Truck	27260191
All Vehicles and trucks	370429958

-Vehicle Hours Traveled (VHT)

Light and Medium Duty Vehicle	9698491
Heavy Duty Truck	620251
All Vehicles and trucks	10318742

-Vehicle Hours Delayed

Light and Medium Duty Vehicle	1476769
Heavy Duty Truck	100845
All Vehicles and trucks	1577614

-Air Quality Statistics: Emissions by Air Basin

Tons of ROG By Air-Basin

South Coast AB	350.540
Ventura County	

** Summary for /g-10/=04RTIPf/=04t10p/=84summary on Tue Nov 8 13:28:35 CS
' 2005 date

-Total Population	
Los Angeles County	10711323
Orange County	3291738
Riverside County	2045211
San Bernardino County	2032156
Ventura County	865187
TOTAL	18945615
-Total Workers	
Los Angeles County	4499020
Orange County	1551664
Riverside County	850510
San Bernardino County	825662
Ventura County	405114
TOTAL	8131970
-Total Employement	
Los Angeles County	5015790
Orange County	1749993
Riverside County	715241
San Bernardino County	764667
Ventura County	381678
TOTAL	8627369
-Total Household	
Los Angeles County	3402537
Orange County	1033974
Riverside County	678936
San Bernardino County	610580
Ventura County	275366
TOTAL	6001393
-Total Person Trips	
Los Angeles County	34474669
Orange County	11755866
Riverside County	6664306
San Bernardino County	6473809
Ventura County	3096667
TOTAL	62465318
-Total Person Trips by Trip type	
Home Base Work	10038697
Home Base University	2287694
Home Base School	5553078
Home Base Other	24562146
Other Base Other	13235601
Work Base Other	6788180
TOTAL	62465396
-Home To Work/University Mode Choice	
Drive Alone	9067330
% Person Trips	73.561

Carpool	1808504
% Person Trips	14.672
Transit	753044
% Person Trips	6.109
Non-Motorized	697436
% Person Trips	5.658

Home-Work Vehicle Person	10875833
Home-Work Vehicle Driver	9810709
Average Vehicle Occupancy	1.1086

-Total Person Trips Mode Choice

Drive Alone	29171346
% Person Trips	46.700
Carpool	24976623
% Person Trips	39.985
Transit	1881195
% Person Trips	3.012
School Bus	761013
% Person Trips	1.218
Non Motorized	5675141
% Person Trips	9.085

Total Vehicle Persons	54147969
Total Vehicle Driver	37671461
Average Vehicle Occupancy	1.4374

-Daily Transit Boarding

Metrolink	66572
MTA bus	1917405
MTA Rail	313155
Others	1067561
Maglev	
TOTAL	3364693

-Average Trip Length

Home-To-Work Avg Travel Time	20.9556
Home-To-Work Avg Travel Distance	12.3295
All Trip Type Avg Travel Time	13.4450
All Trip Type Avg Travel Distance	7.8983

-Avg Travel Speed (Light and Medium Vehicles)

Total Modeling Area (Daily)

Avg Mix-Flow Speed	50.2362
Avg HOV Speed	52.9353
Avg Arterial Speed	30.5155
Avg Speed (All Facilities)	35.5352

SCAB Area (Daily)

Avg Mix-Flow Speed	49.2588
Avg HOV Speed	52.8414

Avg Arterial Speed	29.4124

Total Modeling Area (6-9 AM)

Avg Mix Flow Speed	46.5581
Avg Hov Speed	51.0685
Avg Arterial speed	28.9609
Avg Speed (All Facilities)	33.4181

-Vehicle Miles Traveled (VMT)

Light and Medium Duty Vehicle	369574810
Heavy Duty Truck	28964031
All Vehicles and trucks	398538840

-Vehicle Hours Traveled (VHT)

Light and Medium Duty Vehicle	10400258
Heavy Duty Truck	660375
All Vehicles and trucks	11060633

-Vehicle Hours Delayed

Light and Medium Duty Vehicle	1550466
Heavy Duty Truck	104735
All Vehicles and trucks	1655201

-Air Quality Statistics: Emissions by Air Basin
Tons of ROG By Air-Basin
South Coast AB

*** Summary for /g-10/=04RTIPf/=04t20p/=84summary on Tue Nov 8 14:40:55 CS
T 2005 date

-Total Population	
Los Angeles County	11483177
Orange County	3433722
Riverside County	2608023
San Bernardino County	2370524
Ventura County	929195
TOTAL	20824641
-Total Workers	
Los Angeles County	4867685
Orange County	1632560
Riverside County	1079787
San Bernardino County	966212
Ventura County	438415
TOTAL	8984659
-Total Employement	
Los Angeles County	5362879
Orange County	1848112
Riverside County	942655
San Bernardino County	969385
Ventura County	424479
TOTAL	9547510
-Total Household	
Los Angeles County	3762057
Orange County	1064086
Riverside County	902812
San Bernardino County	749838
Ventura County	303602
TOTAL	6782395
-Total Person Trips	
Los Angeles County	37397804
Orange County	12270954
Riverside County	8516223
San Bernardino County	7726383
Ventura County	3347280
TOTAL	69258644
-Total Person Trips by Trip type	
Home Base Work	10907792
Home Base University	2364345
Home Base School	6213956
Home Base Other	27426698
Other Base Other	14794165
Work Base Other	7551799
TOTAL	69258755
-Home To Work/University Mode Choice	
Drive Alone	9750798
% Person Trips	73.469

Carpool	1896798
% Person Trips	14.292
Transit	874244
% Person Trips	6.587
Non-Motorized	750187
% Person Trips	5.652

Home-Work Vehicle Person	11647595
Home-Work Vehicle Driver	10533654
Average Vehicle Occupancy	1.1058

-Total Person Trips Mode Choice

Drive Alone	32357317
% Person Trips	46.720
Carpool	27550479
% Person Trips	39.779
Transit	2171176
% Person Trips	3.135
School Bus	816423
% Person Trips	1.179
Non Motorized	6363249
% Person Trips	9.188

Total Vehicle Persons	59907796
Total Vehicle Driver	41710811
Average Vehicle Occupancy	1.4363

-Daily Transit Boarding

Metrolink	83877
MTA bus	2093890
MTA Rail	487240
Others	1163386
Maglev	106480
TOTAL	3934873

-Average Trip Length

Home-To-Work Avg Travel Time	20.7182
Home-To-Work Avg Travel Distance	12.0654
All Trip Type Avg Travel Time	13.2353
All Trip Type Avg Travel Distance	7.6746

-Avg Travel Speed (Light and Medium Vehicles)

Total Modeling Area (Daily)

Avg Mix-Flow Speed	49.7815
Avg HOV Speed	53.0731
Avg Arterial Speed	30.2584
Avg Speed (All Facilities)	34.9990

SCAB Area (Daily)

Avg Mix-Flow Speed	48.7414
Avg HOV Speed	52.7577

Avg Arterial Speed	29.0992

Total Modeling Area (6-9 AM)

Avg Mix Flow Speed	46.5040
Avg Hov Speed	50.9569
Avg Arterial speed	28.6129
Avg Speed (All Facilities)	32.9496

-Vehicle Miles Traveled (VMT)

Light and Medium Duty Vehicle	398648845
Heavy Duty Truck	34773476
All Vehicles and trucks	433422321

-Vehicle Hours Traveled (VHT)

Light and Medium Duty Vehicle	11390303
Heavy Duty Truck	797756
All Vehicles and trucks	12188060

-Vehicle Hours Delayed

Light and Medium Duty Vehicle	1756903
Heavy Duty Truck	134777
All Vehicles and trucks	1891680

-Air Quality Statistics: Emissions by Air Basin

Tons of ROG By Air-Basin

South Coast AB	119.000
Ventura County	6.200
Antelope Valley	2.120
Victor Valley	3.840
Coachella Valley	2.150
TOTAL	133.31

Tons of CO By Air-Basin

South Coast AB	868.560
Ventura County	39.990
Antelope Valley	19.980
Victor Valley	37.890
Coachella Valley	22.010
TOTAL	988.43

Tons of NOX By Air-Basin

South Coast AB	206.460
Ventura County	6.880
Antelope Valley	3.260
Victor Valley	10.090
Coachella Valley	5.260
TOTAL	231.95

Tons of PM10 By Air-Basin

South Coast AB	18.740
Ventura County	.790
Antelope Valley	.450
Victor Valley	.840

Coachella Valley	.550
TOTAL	21.37

Tons of SOx By Air-Basin

South Coast AB	2.110
Ventura County	.090
Antelope Valley	.050
Victor Valley	.100
Coachella Valley	.060
TOTAL	2.41

GASOLINE in 1000 Gallons By Air-Basin

South Coast AB	17118.230
Ventura County	903.700
Antelope Valley	486.440
Victor Valley	727.320
Coachella Valley	526.300
TOTAL	19762

DIESEL in 1000 Gallons By Air-Basin

South Coast AB	4860.560
Ventura County	128.210
Antelope Valley	68.710
Victor Valley	246.860
Coachella Valley	131.660
TOTAL	5436

*** Summary for /g-10/=04RTIPf/=04t30p/=84summary on Tue Nov 8 15:56:45 CS
T 2005 date

-Total Population	
Los Angeles County	12196590
Orange County	3552955
Riverside County	3110387
San Bernardino County	2686063
Ventura County	989771
TOTAL	22535766
-Total Workers	
Los Angeles County	5210346
Orange County	1701552
Riverside County	1280466
San Bernardino County	1097783
Ventura County	469998
TOTAL	9760145
-Total Employement	
Los Angeles County	5656758
Orange County	1921795
Riverside County	1174109
San Bernardino County	1175961
Ventura County	465497
TOTAL	10394120
-Total Household	
Los Angeles County	4118181
Orange County	1098477
Riverside County	1124411
San Bernardino County	890967
Ventura County	332115
TOTAL	7564151
-Total Person Trips	
Los Angeles County	40170427
Orange County	12677725
Riverside County	10322321
San Bernardino County	8843668
Ventura County	3621615
TOTAL	75635757
-Total Person Trips by Trip type	
Home Base Work	11643519
Home Base University	2440866
Home Base School	6873343
Home Base Other	30100825
Other Base Other	16280651
Work Base Other	8296683
TOTAL	75635887
-Home To Work/University Mode Choice	
Drive Alone	10295251
% Person Trips	73.098

Carpool	1947277
% Person Trips	13.826
Transit	1049147
% Person Trips	7.449
Non-Motorized	792582
% Person Trips	5.627

Home-Work Vehicle Person	12242526
Home-Work Vehicle Driver	11102494
Average Vehicle Occupancy	1.1027

-Total Person Trips Mode Choice

Drive Alone	35302362
% Person Trips	46.674
Carpool	29946970
% Person Trips	39.594
Transit	2535466
% Person Trips	3.352
School Bus	870265
% Person Trips	1.151
Non Motorized	6980695
% Person Trips	9.229

Total Vehicle Persons	65249331
Total Vehicle Driver	45425978
Average Vehicle Occupancy	1.4364

-Daily Transit Boarding

Metrolink	101100
MTA bus	2229148
MTA Rail	641751
Others	1334329
Maglev	381441
TOTAL	4687769

-Average Trip Length

Home-To-Work Avg Travel Time	20.7849
Home-To-Work Avg Travel Distance	12.0435
All Trip Type Avg Travel Time	13.2841
All Trip Type Avg Travel Distance	7.6567

-Avg Travel Speed (Light and Medium Vehicles)

Total Modeling Area (Daily)

Avg Mix-Flow Speed	49.6026
Avg HOV Speed	52.4633
Avg Arterial Speed	29.8075
Avg Speed (All Facilities)	34.6119

SCAB Area (Daily)

Avg Mix-Flow Speed	48.5279
Avg HOV Speed	52.1935

Avg Arterial Speed	28.6304

Total Modeling Area (6-9 AM)

Avg Mix Flow Speed	46.5477
Avg Hov Speed	51.1098
Avg Arterial speed	28.0396
Avg Speed (All Facilities)	32.5494

-Vehicle Miles Traveled (VMT)

Light and Medium Duty Vehicle	431796436
Heavy Duty Truck	40806707
All Vehicles and trucks	472603144

-Vehicle Hours Traveled (VHT)

Light and Medium Duty Vehicle	12475358
Heavy Duty Truck	940672
All Vehicles and trucks	13416030

-Vehicle Hours Delayed

Light and Medium Duty Vehicle	2012676
Heavy Duty Truck	164719
All Vehicles and trucks	2177395

-Air Quality Statistics: Emissions by Air Basin (1)

Tons of ROG By Air-Basin

South Coast AB

REPORT

DATE: February 2, 2006

TO: Energy and Environment Committee (EEC)

FROM: Jessica Kirchner, Associate Regional Planner, (213)236-1983, kirchner@scag.ca.gov

SUBJECT: Conformity Determination and PEIR Addendum for the Amendment to the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve the conformity determination and PEIR Addendum for the 2004 RTP/RTIP Amendment.

(TCC is considering approval of the Draft Amendment).

SUMMARY:

The EEC released the Draft PEIR and conformity determination for public review and comment on December 1, 2005. The public comment period closed on January 6, 2006. A public hearing was held at SCAG on January 5, 2006. The Transportation Conformity Working Group discussed the item on October 25, 2005 and November 22, 2005. Additionally, the RTP/RTIP Amendment will be discussed at a meeting a meeting of the Regional Transportation Agencies Coalition (RTAC) on January 18, 2006.

BACKGROUND:

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 RTP and 2004 RTIP to do the following:

- Replace the planned CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operation improvement projects, and
- Revise the scope of the SR-241/Foothill South toll road project.

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions. The Foothill-South amendment is requested to facilitate action on a Record of Decision by the Federal Highway Administration.

SCAG received two written comments on the Draft Amendment and they are summarized below.

Name, Organization, Address	Comments	SCAG Response
Michael Brady California Department of Transportation DOTP-ORIP Air Quality/Conformity Coordinator mike_brady@dot.ca.gov	The "improve Orange Line Metrolink service" item should be described in a little more detail. What's the delivery timeframe and has BNSF/Metrolink been consulted? Does Metrolink and/or BNSF have the capacity to deliver increased service in that timeframe, and what was assumed in terms of increased service in the conformity analysis?	The Metrolink portion of the TCM substitution entails a 50% improvement in headways for both peak and off-peak service on the IEOC line between San Bernardino and San Juan Capistrano, and on the 91 line between Riverside and Union Station. The project description on page 2 of the Amendment has been updated to clarify this. All of the CenterLine substitution projects are assumed to be in place by 2010. OCTA is working closely with Metrolink to implement the TCM substitution (see Attachment E).
Dennis Wade Air Pollution Specialist California Air Resources Board Planning and Technical Support dwade@arb.ca.gov	The ratios to estimate the additional benefit of directing 20% of the vehicles to test only are: ROG 0.996, NOx 0.997. These are annual estimates for calendar year 2002 for the South Coast Air Basin.	SCAG has updated its calculation of NOx for I/M credit using the following: 1 – 0.997 = 0.003, based upon the information provided by the Air Resources Board. The updated numbers for year 2002 are reflected on page 15 of the Amendment. The revisions do not change either the conclusions of the analysis or the conformity determination.

FISCAL IMPACT:
Funds for the RTP and RTIP development are included in the FY 05/06 Overall Work Program.

FINAL

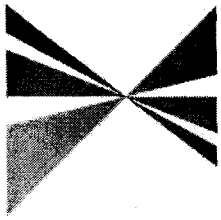
2004 REGIONAL TRANSPORTATION PLAN AMENDMENT

AND

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

February 2, 2006

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

CONTENTS

LIST OF FIGURES

INTRODUCTION

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six counties in Southern California, including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG is required to develop and update the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). The RTP is a long-range plan that identifies multi-modal regional transportation needs and investments over the next 25 years. The RTIP is a short-range program that implements the long-range plan by identifying federal, state, and local funding sources and amounts for specific transportation projects and project phases.

SCAG adopted the current operating 2004 RTP on April 1, 2004 (resolution #04-451-2), and the current operating 2004 RTIP on September 2, 2004 (resolution #04-453-2). Both the RTP and RTIP were developed in a comprehensive, cooperative, and continuing process that involved a broad spectrum of transportation and related stakeholders, as required under the Transportation Equity Act for the 21st Century (TEA-21).

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 RTP and 2004 RTIP to replace the planned CenterLine light rail project and Yorba Linda Metrolink Station with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects (see Attachments A, B, D), and to revise the scope of the Foothill Transportation Corridor-South/SR-241 toll road project (see Attachments C, D). The CenterLine project is located within the cities of Santa Ana, Costa Mesa, and Irvine in central Orange County. The Yorba Linda Metrolink Station project is located in the city of Yorba Linda in northern Orange County. The Foothill-South project is located in the unincorporated portion of southern Orange County.

The purpose of this document is to identify the specific details of the 2004 RTP Amendment and 2004 RTIP Amendment and to ensure that the proposed changes are consistent with federal and state requirements, including the TEA-21 planning requirements and the Transportation Conformity Rule. All associated analyses for the amendment of the both the 2004 RTP and 2004 RTIP are incorporated into this document.

PROJECT DESCRIPTIONS

The 2004 RTP/RTIP Amendment addresses three projects currently included in the 2004 RTP and 2004 RTIP, all of which are in Orange County: CenterLine, Yorba Linda Metrolink Station, and Foothill Transportation Corridor-South/SR-241.

CenterLine and Yorba Linda Metrolink Station

CenterLine

The CenterLine is a Transportation Control Measure (TCM) included in the 2004 RTP and the 2004 RTIP (project ID ORA194) with a completion year of 2010. The project entails constructing and operating an 8-mile-long light rail transit line from the Santa Ana Transit Center/Metrolink-Amtrak Station to John Wayne Airport. The CenterLine is programmed in the 2004 RTIP for a total of $1.06 billion in local, state, and federal funds between fiscal years 2004/2005 and 2009/2010.

In February 2005, as a response to anticipated shortfalls in federal funding for the project, the OCTA Board of Directors paused work on the CenterLine to assess options for replacing the project. Since the CenterLine is a TCM, it is subject to the TCM substitution process identified in the Air Quality Management Plan. For further discussion of the TCM substitution process, refer to the Conformity Finding section of this Amendment. In October 2005, the OCTA Board of Directors approved the replacement of the CenterLine project with four new projects (described below), and OCTA has requested that SCAG amend the 2004 RTP and 2004 RTIP accordingly. The CenterLine and substitution projects are depicted in Figures 1 and 2.

Yorba Linda Metrolink Station

The Yorba Linda Metrolink Station is a TCM included in the 2004 RTP and 2004 RTIP (project ID ORA981103) with a completion date of 2005. The project entails constructing a new Metrolink commuter rail station, including a 347-space park-and-ride lot, near Esperanza Rd. and New River St. in the city of Yorba Linda. The project is programmed in the 2004 RTIP for $8.2 million in local, state, and federal funds between fiscal years 2004/2005 and 2008/2009. The Yorba Linda Metrolink Station is depicted in Figures 1 and 2.

The Yorba Linda City Council voted on March 16, 2004 to cancel this project, and OCTA has requested that SCAG amend the 2004 RTP and 2004 RTIP accordingly. The Yorba Linda Metrolink Station will share the same set of substitution projects with CenterLine described below.

TCM Substitution Projects

The 2004 RTP/RTIP Amendment deletes the CenterLine and Yorba Linda Metrolink Station in their entirety from the 2004 RTP and 2004 RTIP and adds four substitute TCMs in their place:

- Bus Rapid Transit: A 28-mile bus rapid transit line connecting the Brea Mall to the Irvine Transportation Center via State College Blvd. and Bristol St,
- Metrolink Service Expansion: Enhanced service (50% headway improvement) on the Inland Empire-Orange County line (San Bernardino to San Juan Capistrano) and 91 line (Riverside to Union Station),

- Irvine Business Center shuttle: CNG-fueled shuttle vehicles connecting John Wayne Airport to the Irvine Business Center, and
- Free 3+ HOV on the 91 Express Lanes: Free access to the SR-91 Express toll lanes will be provided to 3+ carpools, from SR-55 to the Orange County/Riverside County line.

Specifically, the Amendment deletes references to the CenterLine on page 84 and in Exhibit 4.5 of the 2004 RTP document. The Amendment further revises the 2004 RTP Technical Appendix I as follows:

Edits to page I-66 (deletions are stricken):

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
~~YORBA LINDA~~	~~ORA981103~~	~~SCAB~~	~~0~~	~~0~~	~~0~~	~~IN YORBA LINDA, CONSTRUCT COMMUTER RAIL STATION AND PARK AND RIDE (347 SPACES) NEAR ESPERANZA RD AND NEW RIVER ST~~	~~20050630~~	~~TCM~~

Edits to page I-122 (deletions are stricken; additions are underlined):

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
~~ORANGE COUNTY TRANS AUTHORITY (OCTA)~~	~~ORA194~~	~~SCAB~~	~~0~~	~~0~~	~~0~~	~~CENTRAL ORANGE COUNTY FIXED GUIDEWY (CENTERLINE) FOR CONSTRUCTION FROM JOHN WAYNE AIRPORT TO SANTA ANA TRANSPORTATION CENTER PLUS LINK TO SANTA ANA COLLEGE~~	~~20101231~~	~~TCM~~
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110501	SCAB	0	0	0	BUS RAPID TRANSIT – 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, ROLLING STOCK, AND FEEDER SVC & IRVINE BUSINESS CTR (IBC) SHUTTLE - CNG SHUTTLES FROM JOHN WAYNE AIRPORT TO IBC	2010	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	04AMEND1	SCAB	0	0	0	METROLINK SERVICE EXPANSION -- ENHANCED SERVICE ON INLAND EMPIRE-ORANGE COUNTY LINE AND 91 LINE (OPERATIONAL IMPROVEMENT)	2010	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	04AMEND2	SCAB	91	0	0	FREE 3+ HOV ON 91 EXPRESS LANES FROM SR-55 TO OR/RIV COUNTY LINE (OPERATIONAL IMPROVEMENT)	2010	TCM

The Amendment revises the 2004 RTIP as depicted in Attachment D and in Figure 4.

Figure 1 – CenterLine/Yorba Linda Station and Substitution Projects – General

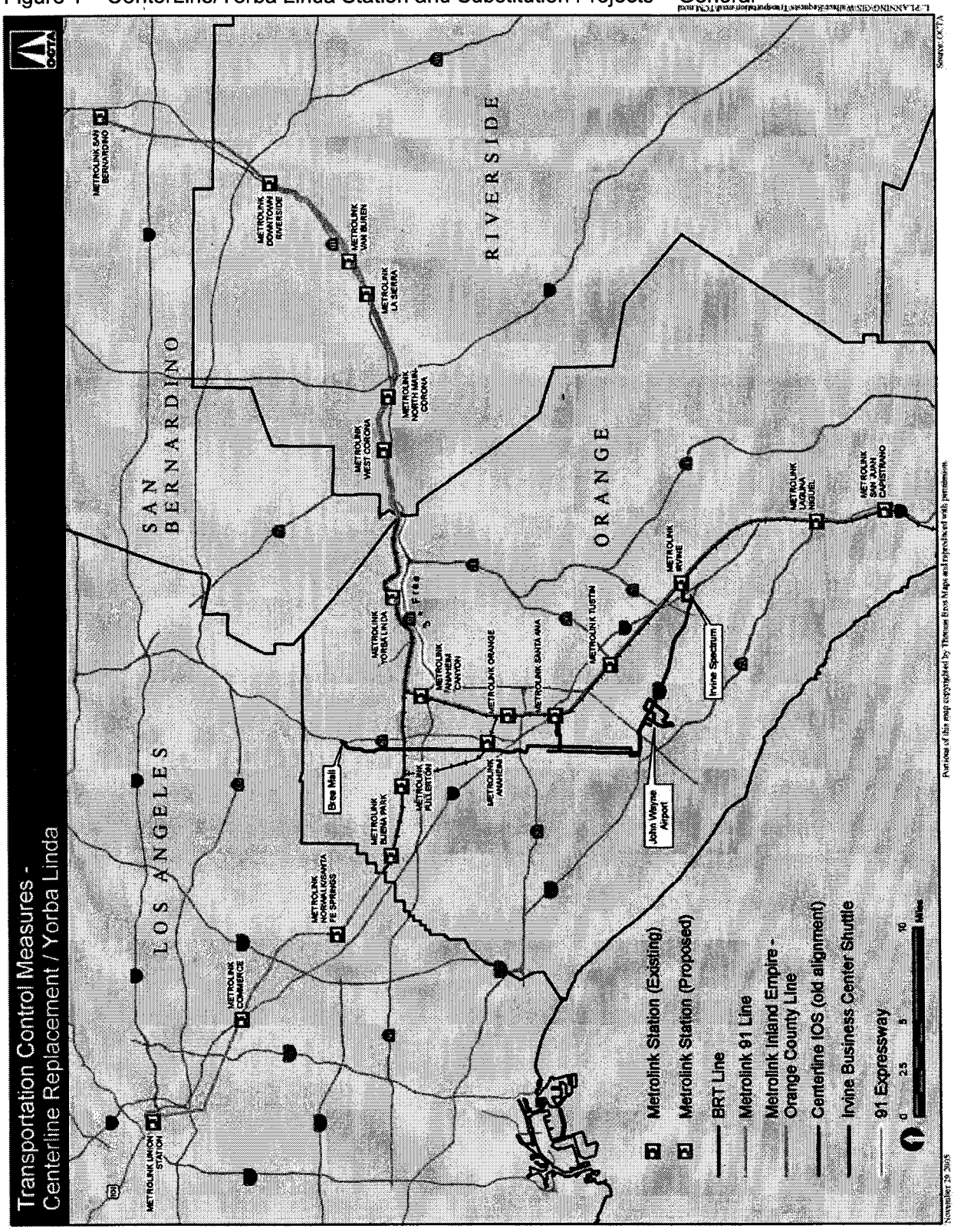
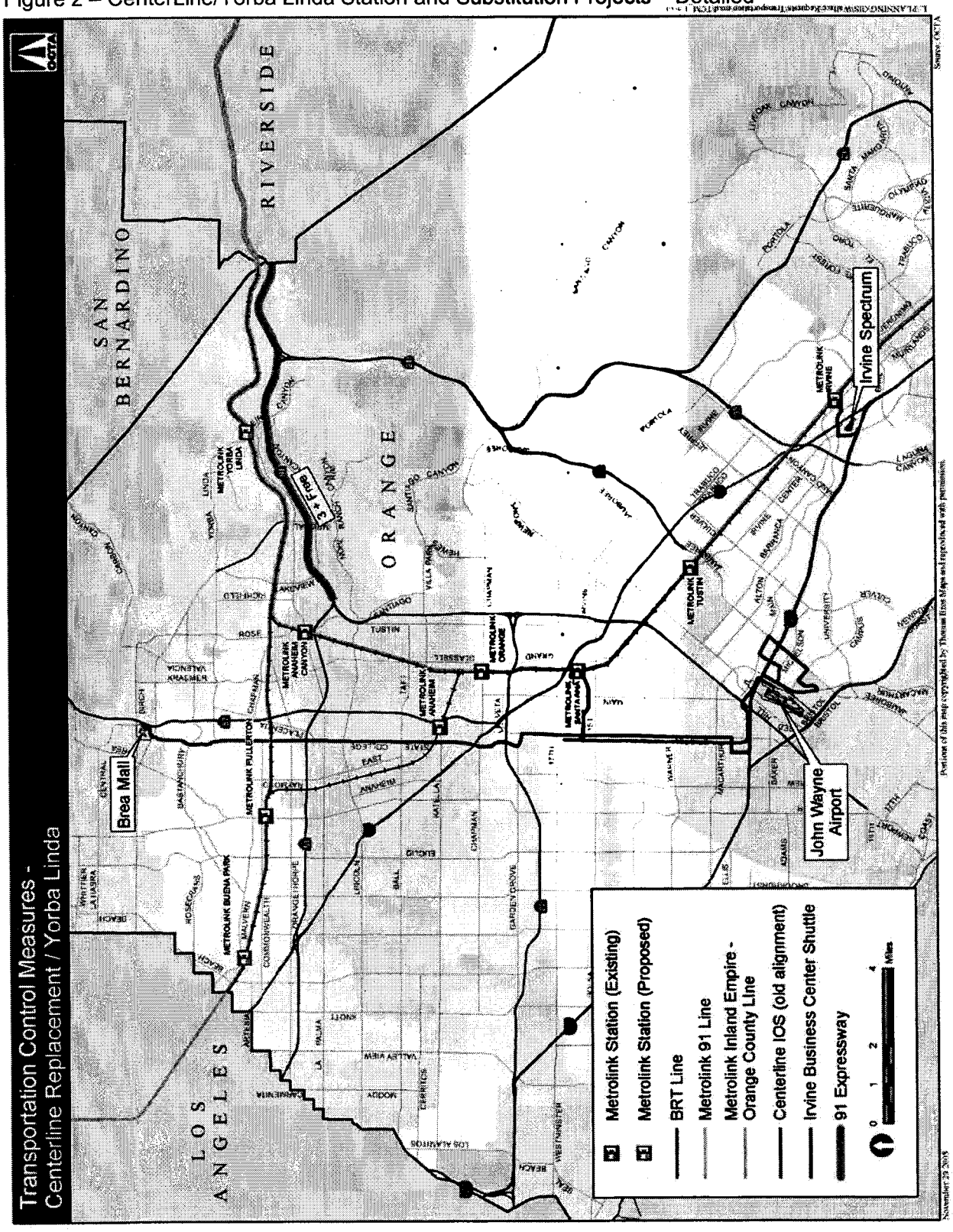


Figure 2 – CenterLine/Yorba Linda Station and Substitution Projects – Detailed



Foothill Transportation Corridor-South/SR-241

The Foothill Transportation Corridor-South/SR-241 project is included in the 2004 RTP and 2004 RTIP (project ID ORA052) with a completion date of 2015. The project entails extending the existing Foothill Transportation Corridor/SR-241 from its current terminus at Oso Pkwy. in Rancho Santa Margarita south to the Interstate 5 freeway near San Clemente. The project as originally described would construct a total of four toll lanes in each direction by 2015.[1] The Foothill-South project is programmed in the 2004 RTIP for a total of $478 million in local private funds through fiscal year 2005/2006. The project is depicted in Figure 3.

As a result of further analysis on the Foothill-South project, the Transportation Corridor Agencies (TCA) and OCTA have determined that the project scope should be scaled back from its original buildout description. The 2004 RTP/RTIP Amendment revises the scope of the Foothill-South project by reducing the total number of lanes to three toll lanes in each direction and by delaying the project completion to 2020. The initial phase by 2010 is not affected by this Amendment.

Specifically, the Amendment revises the 2004 RTP Technical Appendix I as follows:

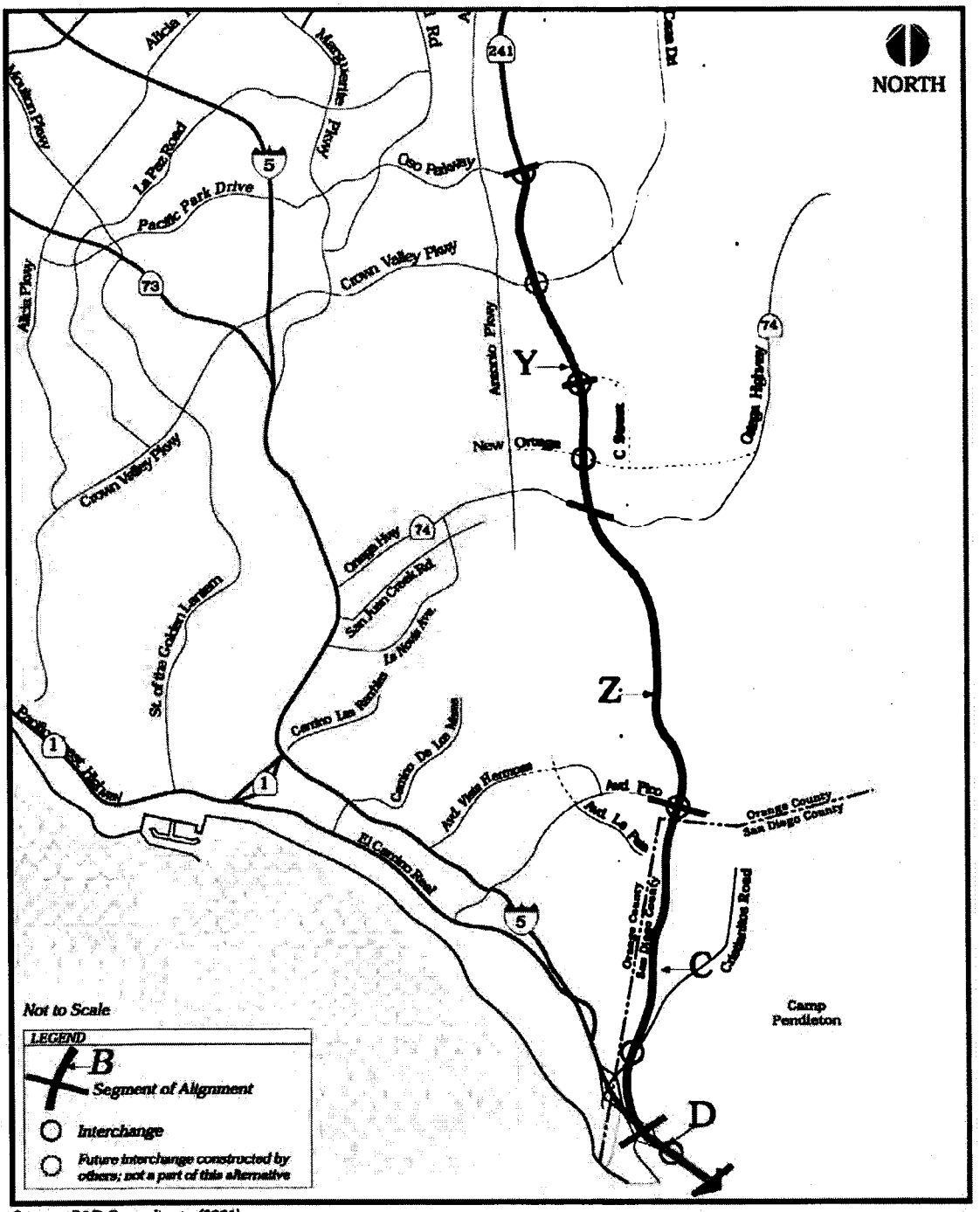
Edits to page I-116 (deletions are stricken; additions are underlined):

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
~~TCA~~	~~ORA052~~	~~SCAB~~	~~241~~	~~0~~	~~15.9~~	~~(FTC-S) TOLL RD (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2006; AND 2 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.~~	~~2006 (2+2) and 2015 (4+4)~~	~~TCM~~
TCA	ORA052	SCAB	241	0	15.9	(FTC-S) TOLL RD (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01.	2010 (2+2) and 2020 (3+3)	TCM

The Amendment revises the 2004 RTIP as depicted in Attachment D and in Figure 4.

[1] In the 2004 RTP the project is described as constructing two toll lanes in each direction by 2006 and an additional two toll lanes by 2015, for a total of four lanes each direction. Subsequently, the 2004 RTIP revised the project description to two toll lanes in each direction by 2010 and an additional two toll lanes by 2015.

Figure 3 – Foothill Transportation Corridor-South/SR-241 Alignment

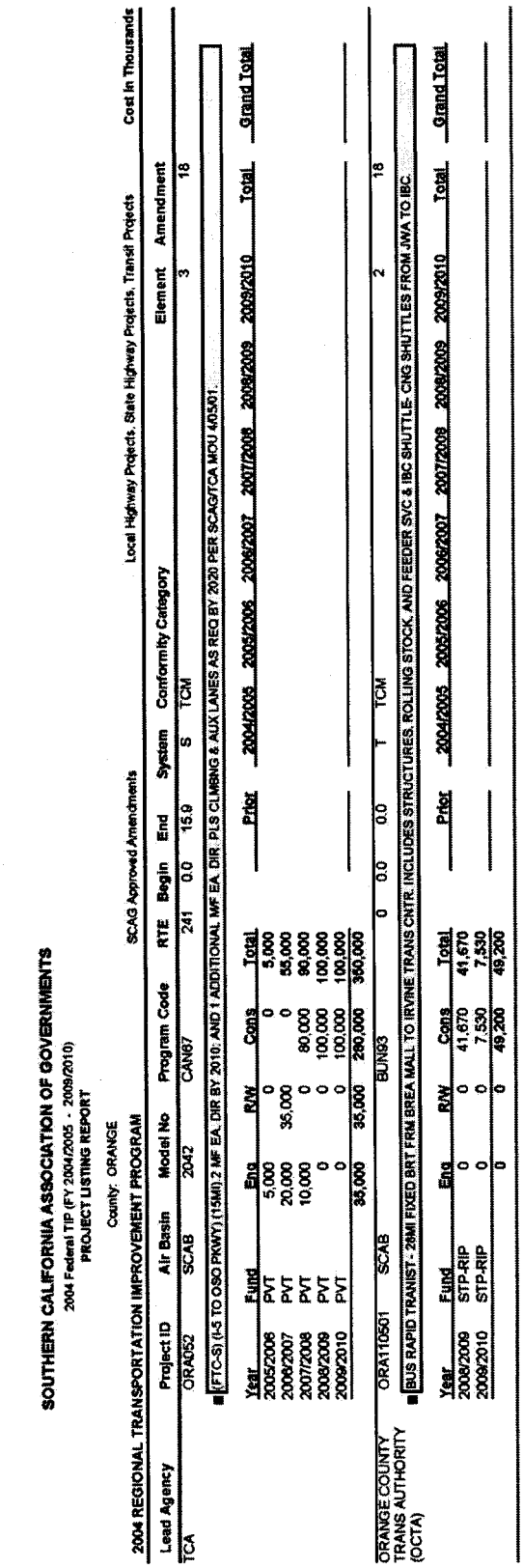


Source: P&D Consultants (2001).

Alignment of the Alignment 7 Corridor - Far East Crossover - Modified Alternatives

SOCTIIP EIS/SEIR	Figure 2.4-12

Figure 4 – 2004 RTIP Amendment Project Listing Report



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2004 Federal TIP (FY 2004/2005 - 2009/2010)
PROJECT LISTING REPORT
County: ORANGE

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM — SCAG Approved Amendments — Local Highway Projects, State Highway Projects, Transit Projects — Cost in Thousands

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment
TCA	ORA052	SCAB	2042	CAN87	241	0.0	15.9	S	TCM	3	18

(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL MF EA. DIR. PLS CLIMBING & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01.

Year	Fund	Eng	R/W	Cons	Total	Prior	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total	Grand Total
2005/2006	PVT	5,000	0	0	5,000									
2006/2007	PVT	20,000	35,000	0	55,000									
2007/2008	PVT	10,000	0	80,000	90,000									
2008/2009	PVT	0	0	100,000	100,000									
2009/2010	PVT	0	0	100,000	100,000									
		35,000	35,000	280,000	350,000									

Lead Agency	Project ID	Air Basin	Model No	Program Code	RTE	Begin	End	System	Conformity Category	Element	Amendment
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110501	SCAB		BUN93	0	0.0	0.0	T	TCM	2	18

BUS RAPID TRANIST - 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, ROLLING STOCK, AND FEEDER SVC & IBC SHUTTLE. CNG SHUTTLES FROM JWA TO IBC.

Year	Fund	Eng	R/W	Cons	Total	Prior	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Total	Grand Total
2008/2009	STP-RIP	0	0	41,670	41,670									
2009/2010	STP-RIP	0	0	7,530	7,530									
		0	0	49,200	49,200									

Grand Totals: 35,000 35,000 329,200 399,200

FISCAL IMPACT

The 2004 RTP/RTIP Amendment includes the deletion of the CenterLine light rail project and Yorba Linda Metrolink Station project, the addition of replacement TCM projects, and scope changes to the Foothill-South toll road project. The amendment does not adversely impact the financial constraint of either the 2004 RTP or the 2004 RTIP. Both the plan and program remain financially constrained after the project deletions, additions, and scope changes described in this report. The fiscal impacts of the amendment are summarized below.

CenterLine and Yorba Linda Metrolink Station TCM Substitution
The 8-mile CenterLine light rail project has a total cost of $1.06 billion, while the Yorba Linda Metrolink Station project is programmed at $8.2 million. The projects that would replace the CenterLine and Yorba Linda Metrolink Station have a total cost of only $246.2 million, as follows:

- Bus Rapid Transit: $36.9 million
- Metrolink Service Expansion: $197 million
- Irvine Business Center Shuttle: $12.3 million
- Free 3+ HOV on 91 Express Lanes: operational improvement; no capital cost required

Foothill-South Toll-Road Project Scope Change
The Foothill-South project budget consists of private funding. Initially, costs totaling $478 million and offsetting toll revenues were included in the 2004 RTP baseline financial plan and the 2004 RTIP. The Transportation Corridor Agency (TCA) toll revenues were forecasted to grow at a conservative rate—pledged to secure the issuance of revenue bonds.

Recent toll revenue forecasts reflect more current conditions showing a higher growth rate. Further, updated financial assumptions include revenues generated from development impact fees and interest income.

With project scope changes, the revised project cost estimate totals $550 million, and is broken down as follows:

- Initial phase by 2010: $350 million engineering, right-of-way, and construction
- Buildout phase 2011-2020: $200 million construction

Both the 2004 RTP and 2004 RTIP remain financially constrained as updated revenues are sufficient to offset the revised project cost.

CONFORMITY FINDINGS

Federal Requirements

Federal and state regulations require that a transportation conformity process must be undertaken by SCAG as the Metropolitan Planning Organization (MPO) of the region prior to the amendment's approval and conformity finding by the Regional Council. This includes an interagency consultation, release of the draft document for a 30-day public review and comment period, SCAG's responses on the written comments, and a public hearing at the Regional Council meeting prior to the final action on the amendment.

SCAG's Regional Council will undertake action first on the 2004 RTP Amendment and follow with action on the 2004 RTIP Amendment. The amendments will then be submitted to the state (for the RTIP Amendment's funding approval) and to the federal agencies for final approval (of financial constraint and conformity determination).

Sections 93.119(e) and 93.122(g) are the relevant parts of the Transportation Conformity rule for these amendments.

Conformity Findings

SCAG has completed its analysis of the proposed changes to the 2004 RTP and 2004 RTIP. SCAG's findings for the approval of these amendments are as follows:

Overall

Statement of Fact: Inclusion of these amendments in the 2004 RTP would not change any other policies, programs and projects which were previously approved by the federal agencies on June 7, 2004.

Statement of Fact: Inclusion of these amendments in the 2004 RTIP would not change any other projects which were previously approved by the state and federal agencies on October 4, 2004.

Finding: SCAG has determined that the 2004 RTP Amendment and the 2004 RTIP Amendment are consistent with all federal and state requirements and comply with the federal conformity regulations.

Regional Emissions Analysis – South Coast Air Basin (SCAB)

Finding: The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for Ozone precursors (NOx, ROG/VOC) are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP)

Finding: The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for NO2 are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for PM10 (particulate matter less than 10 microns in size) precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years (2003 SIP).

Finding: The 2004 RTP Amendment and 2004 RTIP Amendment's regional emissions for direct PM2.5 and NOx are less than the baseline year (2002) for the 24-hour and the annual standard in the SCAB.

Timely Implementation of TCMs

The 2004 RTP/RTIP Amendment includes the substitution of two TCM projects, the CenterLine and the Yorba Linda Station (the SR-241 has a TCM component that will not be affected by the proposed changes). OCTA plans to replace these two existing TCMs (CenterLine and Yorba Linda Station) with new TCM projects. Replacement of these projects must follow the substitution protocol specified in the federally-approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP).

Transportation Control Measures are contained in Appendix IV-C of the AQMP/SIP. The TCM substitution process is also spelled out in this appendix to the 1994, 1997 and 2003 AQMPs. Currently, the only federally approved process is in the 1994 AQMP/SIP.

The AQMP specifies procedures for replacing individual projects such as CenterLine and the Yorba Linda Station. This process includes:

- The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed.
- SCAG, CTC or project sponsor can propose a substitute measure.
- Prior to adopting an individual TCM substitution, the measure must have been subject to interagency consultation (i.e., the Transportation Conformity Working Group), public review and comment period and emissions analysis.
- The replacement measure must be subject to the SCAG Regional Council review and adoption.
- Upon adoption by the Regional Council, the new measure will replace the previous measure and will be incorporated into the RTIP through an administrative amendment.
- Adoption by SCAG's Regional Council will rescind the previous TCM and apply the new measure.

The proposed replacement projects must also meet specific criteria:

- The substitution of an individual measure must provide equivalent or greater emissions reductions than the measure being replaced in the AQMP/SIP.
- The substituted measure should preferably be located in the same geographic area and serve the same demographic subpopulation as the TCM it is replacing.
- A substitute measure must be fully funded and implemented in the time frame established for the measure contained in the SIP.

- The substitute measure must be fully implemented within two years of the implementation date of the original measure in order to meet the test for a finding of timely implementation.
- There must be evidence of adequate authority under state or local law to implement and enforce the measures.
- Commitments to implement the substitute measures must be made by the agency with the authority for implementation.
- The analysis of replacement measures must be consistent with the methodology used for evaluating measures in the Air Plan.
- Where emissions models and/or transportation models have changed since those used for purposes of evaluating measures in the attainment plan, both the previous TCM and the new TCM shall be evaluated using the latest planning assumptions and modeling techniques in order to demonstrate consistency with the current Air Plan.

Finding: SCAG has followed the federally approved process for TCM substitution (see Attachment B). Substitution of these projects does not change funding and timely implementation of TCM projects that are not in this amendment. With approval of this amendment, all SCAB TCM projects in the federally approved conforming 2004 RTP and 2004 RTIP are given funding priority and are on schedule for implementation.

Fiscal Constraint Analysis

Finding: All projects listed in the 2004 RTP and 2004 RTIP (including the proposed amendments) are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact section of this report.

Interagency Consultation and Public Involvement Analysis

Finding: SCAG has consulted with the respective transportation and air quality planning agencies. The proposed substitution of the CenterLine and Yorba Linda Station was discussed at the Transportation Conformity Working Group (which includes representatives from the respective air quality and transportation planning agencies) on three occasions (September 22, 2005, October 25, 2005, and November 22, 2005). In addition, the Amendment to the 2004 RTP/RTIP underwent the required consultation and public participation process. A 30 day public comment period announcement was posted on the SCAG website on Thursday, December 1, 2005. The comments received and SCAG's responses are summarized in the Public Review and Comment section of this report.

Regional Emissions Analysis – South Coast Air Basin (SCAB)

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Orange, Riverside, and San Bernardino counties, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The proposed projects are located within the SCAB; emissions changes in other air basins due to the proposed projects are negligible and therefore are not included in this summary report.

OZONE – SUMMER (8HR)

ROG	YR 2005	YR 2008	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP	258.467	212.754	151.290	107.240	73.177
BUDGET	**263.000**	**216.000**	**155.000**	**155.000**	**155.000**

NOx	YR 2005	YR 2008	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP	542.271	453.459	349.265	184.272	120.849
BUDGET	**546.000**	**464.000**	**352.000**	**352.000**	**352.000**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget

CARBON MONOXIDE (CO) - WINTER

CO	YR 2005	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP	2,597.739	1,809.416	859.798	530.093
BUDGET	**3,361.000**	**3,361.000**	**3,361.000**	**3,361.000**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget

NITROGEN DIOXIDE (NO2) - WINTER

NOx	YR 2005	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP	613.664	448.797	205.622	133.010
BUDGET	**686.000**	**686.000**	**686.000**	**686.000**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

	YR 2006	YR 2010	YR 2020	YR 2030
ROG				
Amended 2004 RTP/RTIP	245.350	189.004	106.453	72.524
BUDGET	**251.000**	**251.000**	**251.000**	**251.000**
NOx				
Amended 2004 RTP/RTIP	534.144	417.986	192.743	125.748
BUDGET	**549.000**	**549.000**	**549.000**	**549.000**
PM10				
Amended 2004 RTP/RTIP	165.927	163.365	161.520	163.913
BUDGET	**166.000**	**166.000**	**166.000**	**166.000**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than budget

DIRECT PM2.5 EMISSIONS - 24-Hour

	YR 2002	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP				
Exhaust	10.48	9.49	8.83	9.20
Tire Wear	0.83	0.90	0.98	1.08
Brake Wear	1.97	2.10	2.25	2.44
Total PM2.5 Exhaust	**13.27**	**12.49**	**12.06**	**12.72**
Base Year Emissions	**13.27**	**13.27**	**13.27**	**13.27**
Difference from Base Year	**0.00**	**-0.78**	**-1.21**	**-0.55**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year

DIRECT PM2.5 EMISSIONS - Annual

	YR 2002	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP				
Exhaust	3,825	3,464	3,223	3,358
Tire Wear	303	329	358	394
Brake Wear	719	767	821	891
Total PM2.5 Exhaust	**4,844**	**4,559**	**4,402**	**4,643**
Base Year Emissions	**4,844**	**4,844**	**4,844**	**4,844**
Difference from Base Year	**0.00**	**-285**	**-442**	**-201**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year

OXIDES OF NITROGEN (NOx) - 24-Hour

	YR 2002	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP	**715.34**	**417.99**	**192.74**	**125.75**
Base Year Emissions	**715.34**	**715.34**	**715.34**	**715.34**
Difference from Base Year	**0.00**	**-297.35**	**-522.60**	**-589.59**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year

OXIDES OF NITROGEN (NOx) - Annual

	YR 2002	YR 2010	YR 2020	YR 2030
Amended 2004 RTP/RTIP	**261,099**	**152,565**	**70,351**	**45,898**
Base Year Emissions	**261,099**	**261,099**	**261,099**	**261,099**
Difference from Base Year	**0**	**-108,534**	**-190,748**	**-215,201**

Conformity finding requirement: RTP/RTIP emissions must be equal to or less than base year

ADDENDUM TO THE 2004 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

Introduction

This document is an Addendum to the Final Program Environmental Impact Report (PEIR) to the 2004 Regional Transportation Plan (RTP or "Plan"), prepared and certified by the Southern California Association of Governments (SCAG) in April 2004. This Addendum to the PEIR has been prepared to address the following modifications to the 2004 RTP, requested by the Orange County Transportation Authority (OCTA):

- Delete the planned CenterLine Light Rail project and proposed Yorba Linda Metrolink station project (which are both Transportation Control Measures or TCMs) and replace with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operational improvement projects; and,
- Reduce the size/capacity of the Foothill Transportation Corridor-South (SR-241) toll road project.

As the Lead Agency under the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) SCAG prepared a Final PEIR (SCH No. 2003061075) to evaluate the potential environmental impacts associated with implementation of the Plan. The Plan is a long-range program that addresses the transportation needs for the six-County SCAG region through 2030. Although the Plan has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the Plan is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The Plan includes both specific projects and strategies that address transportation and urban form. The purpose of the PEIR was to identify the potentially significant environmental impacts associated with the implementation of the projects, programs, and policies included in the Plan. The PEIR served as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP.

The 2004 RTP PEIR, focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).[2] As such, the PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168, 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

[2] Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)

Basis for Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for, and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163, and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

(1) Substantial changes are proposed in the project which will require major revisions of the EIR.
(2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
(3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG staff has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

(1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR;
    b. Significant effects previously examined will be substantially more sever than shown in the previous EIR;
    c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.[3]

Purpose

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Analysis of the TCM substitution process is included in the Conformity Findings Section within this document. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions (AB1012 and annual obligation authority provisions). The Foothill-South amendment is requested to facilitate action on the project's environmental document by the Federal Highway Administration.

The purpose of this Addendum to the 2004 PEIR is to address the following specific modifications to the 2004 RTP which include removing the following two previously proposed projects:

CenterLine (project ID ORA164) - The CenterLine project in the 2004 RTP and RTIP was proposed as an eight mile portion of the original 18-mile light rail line from John Wayne Airport to the Santa Ana Transit Center. The CenterLine project alignment is shown in Figures 1 and 2.

Yorba Linda Metrolink Station (project ID ORA981103) - The Yorba Linda Station project would have consisted of the construction of a new rail station, including 347 parking spaces for station use. The Yorba Linda City Council voted on March 16, 2004 to cancel this project. Therefore, OCTA is seeking to replace this project before formally removing it from the RTP and RTIP. The Yorba Linda Station is currently programmed as a TCM and was modeled at the regional level in the 2004 RTP and PEIR.

The CenterLine Light Rail and Yorba Linda Metrolink Station projects will be deleted from the 2004 RTP and replaced with the operational improvement projects described below:

Bus Rapid Transit (BRT) – This project would provide a 28-mile BRT line extending from Brea Mall to Irvine Transportation Center. This line follows portions of the original CenterLine alignment, and builds on the existing BRT network in Orange County. This project is consistent with the 2004 RTP Bus Rapid Transit element, and enhances the BRT network being created with six new BRT projects listed in RTP Table 4.10. The RTP calls for "building on the success of existing BRT lines" with an emphasis on connecting major activity centers and creating multi-modal systems. The 28-mile line is consistent with these goals and would not be expected to result in any new construction.

Metrolink Service Expansion – This project would consist of enhanced service on the Orange Inland Empire – Orange County line and 91 lines. It is consistent with the RTP's Metrolink Expansion component (p. 107) and provides connectivity with the BRT routes

[3]While the proposed changes to the RTP may represent "*New information of substantial importance...*" as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. No changes to the mitigation measures contained in the 2004 PEIR are proposed.

to create a multi-modal network as encouraged by the RTP's BRT element. Implementation of this element of the RTP would not be expected to involve any new construction.

Irvine Business Center Shuttle – CNG fueled shuttle vehicles would connect John Wayne airport to Irvine Business Center, one of the County's major employment concentrations. Implementation of this element of the RTP would not involve any new construction.

Free 3+ HOV on the 91 Express Lanes – Free access to the 91 Express toll lanes would be provided to 3+ carpools, from SR 55 to the Orange County/Riverside County line. These changes are proposed operational improvements and would not involve any new construction.

One additional modification to the RTP is also proposed and is described below:

The Foothill Transportation Corridor- South/SR-241 project was included in the 2004 RTP and 2004 RTIP. The project would include extending the existing Foothill Transportation Corridor/SR241 from its current terminus at Oso Parkway in Rancho Santa Margarita south to the Interstate 5 (I-5) freeway near San Clemente. The project included in the 2004 RTP would have included the construction of four toll lanes in each direction to be completed by 2015. The proposed 2004 RTP Amendment revises the scope of the project to include a total of three toll lanes in each direction to be completed by 2020. The net effect of this change will be to reduce the proposed toll road footprint and related potential environmental impacts of this RTP element.

The 2004 RTP includes hundreds of specific projects, and thus, these three specific projects are a relatively minor modification to the entire Plan. The replacement of the CenterLine and Yorba Linda Station projects with the proposed operational improvement projects and the reduced size of the proposed SR-241 alignment are refinements to the 2004 RTP based on a continuous need to improve and integrate transportation and land use planning in the region. None of the operational improvement replacement projects are expected to result in new construction. Additionally, the refined SR-241 project would result in a reduced construction footprint with a commensurate reduction in the scope of potential environmental impacts. Finally, each of these proposed RTP elements will be fully assessed at a project-level in accordance with CEQA, NEPA and all other applicable regulations by the implementing agencies.

Although the proposed replacement projects for the CenterLine and Yorba Linda projects were not detailed in the 2004 RTP PEIR, these projects are consistent with the scope, goals and policies contained in the 2004 RTP and evaluated in the 2004 PEIR. The PEIR broadly discussed potential significant impacts at the programmatic level based on conceptual project design and broadly defined transportation corridors. An evaluation of general corridors, proposed alignments and programs is inclusive and adequate for purposes of a programmatic level environmental assessment.

SCAG has assessed these additional projects at the programmatic level, and finds that the proposed replacement projects and the reduction in the size of SR-241 are consistent with the analysis, mitigation measures and Findings of Fact contained in the 2004 PEIR. Further SCAG finds that these projects to not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR.

Analysis of Impacts

Land Use

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Although the operational improvements proposed are not anticipated to result in direct construction impacts, it is possible that site specific impacts could occur at the project level. These may include impacts to sensitive receptors, open space loss and agricultural land loss or disturbance. The 2004 PEIR concluded that projects such as the CenterLine and Yorba Linda Station and proposed replacement projects could cause significant unavoidable impacts. However, the analysis in the 2004 PEIR (p. 3.1-1- 3.1-20) adequately addressed impacts that could result from the proposed replacement projects at the program level. The potential environmental impacts from these replacement projects would be less than or equal to the size, magnitude and nature of the deleted projects. Therefore, incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 – The SR 241 was included in the RTP as a four lane toll road and was evaluated at the programmatic level. The proposed changes would reduce the project footprint from four to three lanes in each direction. As a result, the potential area of environmental impacts also decreases relative to what was evaluated in the 2004 PEIR.

The 2004 PEIR assessed potential impacts of highway projects on sensitive receptors, open space loss and agricultural land loss or disturbance. The PEIR concluded that highway projects, including projects such as the SR-241, could cause significant unavoidable adverse impacts. The analysis in the 2004 PEIR (p. 3.1-1- 3.1-20) adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Population, Housing and Employment

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Due to implementation of one or more of the replacement projects, it is possible that site specific impacts could occur. However, because the replacement projects are operational improvements by nature, significant new construction is not anticipated. In addition, the proposed replacement projects would not require the acquisition of right-of-way since all of the proposed replacement projects would occur on existing right of way. Therefore, the analysis in the 2004 PEIR adequately addressed impacts that could result from these projects at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

SR 241 –The proposed change of reducing the project from four to three lanes in each direction would represent a reduction in the acquisition of right-of-way necessary to implement the

proposed change. The reduced footprint of SR 241 is anticipated to result in a commensurate reduction in potential environmental impacts. The potential growth impacts associated with this project were addressed at the regional scale and would not be increased with this proposed change. Therefore, the analysis in the 2004 RTP PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Transportation

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The removal of these projects could potentially result in increased usage on other areas of the transportation network. However, several transit options are included in the package of replacement projects (BRT, increased shuttle service and Metrolink service). The addition of these projects would offset the potential impacts to the overall transportation network. The analysis in the 2004 PEIR adequately addressed impacts that could result from these projects at the program level. In addition, each of the proposed replacement projects will be evaluated at the project-level. Therefore, incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 – As stated in the population section, the proposed change of reducing the project from four to three lanes in each direction would represent a reduction in the overall scope of the project and therefore, would not be likely to induce additional growth beyond those levels that are currently anticipated. Therefore, increases in VMT associated with the proposed project would not appreciably increase. The analysis in the 2004 PEIR adequately addressed this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Air Quality

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – (The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The replacement of the CenterLine and Yorba Linda Station projects with the proposed operational improvement projects is not expected to have an adverse effect on regional air quality. Both projects are considered to be Transportation Control Measures (TCMs) and as such would provide an air quality benefit to the region. The regional emissions modeling analysis performed for the RTP Amendment determined these replacement projects would provide equal or greater emissions benefits than the projects they are replacing. Therefore, incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –The analysis in the 2004 PEIR adequately addresses this project at the program level. Therefore, incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Noise

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The increase in bus and train service along certain lines (i.e., BRT and Irvine Shuttle Service) could cause an increase in ambient noise levels. However, the assessment in the 2004 PEIR noise chapter (3.5-17- 3.5-27) adequately evaluates these impacts at the programmatic level. Therefore, the analysis in the 2004 RTP PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 RTP PEIR.

SR 241 –The reduction in project footprint would not be expected to cause a significant change in noise levels beyond those evaluated in the 2004 PEIR. Therefore, the analysis in the 2004 PEIR adequately addressed this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Aesthetics and Views

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Implementation of the proposed replacement projects is not anticipated to cause a significant adverse impact on aesthetics or views. The proposed modifications would be on an existing system and would be at grade. The 2004 PEIR determined that improvements proposed on existing systems would be less than substantial than those potentially created by new system projects (such as the CenterLine and Yorba Linda Station) (p. 3.6-13) Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –Although a narrower alignment than originally proposed, the project would be expected to have a significant impact on aesthetics due the addition of visual elements of urban character to an existing natural, rural and open space area (p. 3.6-11- 3.6-22). The proposed reduction in scope would neither increase nor lessen the impacts of the proposed project on aesthetics and views. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Biological Resources

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The proposed replacement projects would be implemented on existing roadways and would not be anticipated to impact biological resources. In the event that impacts occur, mitigation measures proposed in the Biological Resources chapter may help reduce or eliminate potential impacts associated with the proposed projects. Detailed project-level analysis for specific projects, including project level mitigation measures, will be conducted by implementing agencies on a project-by-project basis. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –The 2004 PEIR determined that significant biological impacts could occur where previously undisturbed land would be disturbed (3.7-21- 3.7-28). The proposed reduction in the project footprint has the potential to decrease the area of potential disturbance and therefore, may result in a decreased impact on biological resources. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Cultural Resources

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR concluded that improvements proposed in exiting rights of way such as new bus-ways would have limited potential to impact historic resources, archeological resources, and paleontogical resources (p. 3.8-18 - 3.8-24). Thus, the replacement projects for the CenterLine and Yorba Linda Station projects have the potential to result in reduced impacts to cultural resources. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –The 2004 PEIR concluded that highway projects could potentially cause significant unavoidable impacts on cultural resources, including impacts on historic, archaeological, and paleontological materials (p. 3.8-18- 3.8-24); In addition, there is the potential to encounter human remains in previously undisturbed areas. The proposed reduction in size of SR 241 has the potential to decrease potential impacts on cultural resources. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Geology, Soils and Seismicity

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR concluded that highway and rail construction may require significant earthwork and road cuts, increasing long-term erosion potential and slope failure (p. 3.9-16). The Centerline would have required significant earthwork. The Yorba Linda Station would have required ground and soil disturbance as well as excavation and grading.

The proposed replacement projects are all proposed on existing right-of-way and therefore would involve fewer earth moving activities. In addition, incorporation of mitigation measures proposed in the 2004 PEIR would alleviate impacts associated with seismic safety (p. 3.9-19-3.9-22). Detailed project level analysis for specific projects, including project level mitigation measures, will be conducted by implementing agencies on a project-by-project basis. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –As stated above, the 2004 PEIR concluded that highway and rail construction may require significant earthwork and road cuts, increasing long-term erosion potential and slope failure (p. 3.9-16). The proposed reduction in scope would have the potential to decrease the impacts of the proposed project on geology, soils and seismicity due to the reduced area of potential disturbance. Detailed project-level analysis for the project, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Hazardous Materials

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR concluded that general improvements to the transportation system would facilitate the movement of all types of goods including hazardous materials (p. 3.10-7 - 3.10-9). Although the proposed replacement projects would not specifically facilitate, increase or decrease the transport of hazardous materials detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –As mentioned above, the 2004 PEIR concluded that highway improvements to the transportation system would facilitate the movement of all types of goods, including hazardous materials. The proposed reduction in size may have a negligible or unquantifiable reduction of impacts relative to hazardous materials. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Energy

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic

level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

Operation of the proposed replacement projects are expected to have less than significant impacts on consumption of petroleum or diesel fuels. The 2004 PEIR concludes that "new transit vehicles and transit stations for Maglev, Metrolink, light rail and rapid bus would require electricity and natural gas during project operation" and identifies mitigation measures to reduce these impacts (p. 3.11-13 - 3.11-16). Detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –As described above in the population and transportation sections, this change would represent a reduction in the overall scope of the project and therefore, would not be likely to result in additional growth. As a result, energy consumption impacts would not be anticipated to be greater than the levels previously evaluated in the 2004 PEIR. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Water Resources

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (p. 3-12-23 - 3.12-29). The proposed replacement projects will generally be implemented on the existing network and right-of-way and therefore would not cause a substantial increase in the overall amount of impervious surfaces in the region. Detailed project-level analysis for the projects, including mitigation measures as appropriate, will be conducted by implementing agencies. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –The proposed change of reducing the project from four to three lanes in each direction would represent a decrease in the amount of impervious surface compared to the project as evaluated in the 2004 PEIR. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Public Services and Utilities

CenterLine Light Rail Project & Yorba Linda Metrolink Station Project – The 2004 RTP and PEIR included the CenterLine and Yorba Linda Station project elements at a programmatic level. The previously identified environmental impacts associated with these two projects proposed to be deleted, would no longer be expected to occur.

The 2004 PEIR identifies several types of projects that would require an increase in the level of police, fire and medical services. These include projects involving new roadways and transit related projects that require the construction of new transit stations (3.13.9-3.13-14). The proposed replacement projects do not fall into either of these categories and therefore are not anticipated to have a significant adverse impact on police, fire and/or medical services. Therefore, the analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Incorporation of these changes into the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

SR 241 –As stated above, projects adding new roadways are anticipated to require additional police, fire and emergency medical services for safety purposes (3.13.9 - 3.13-14). The proposed reduction in scope would not be expected to increase or decrease the levels of anticipated impacts on public services. Therefore, the analysis in the 2004 PEIR adequately addresses this project at the program level. Incorporation of the proposed changes into the RTP would not create any significant impacts beyond those that were previously identified.

Comparison of Alternatives

The CenterLine Light Rail and Yorba Linda Metrolink Station replacement projects and reduced SR-241 project footprint and area of impact does not appreciably affect the comparison of alternatives in the 2004 PEIR in any meaningful way. Each of the projects is contemplated within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project, 2) Modified 2001 RTP Alternative 3) The PILUT 1 (Infill) Alternative 4) The PILUT 2 (Fifth Ring) Alternative. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR is not significantly affected by the removal of two projects, substitution of the proposed Centerline and Yorba Linda Station replacement projects or reduction in the proposed SR-241 footprint. Therefore, no further comparison is required at the programmatic level. Project-level comparisons of alternatives, however, will be conducted by implementing agencies when they prepare CEQA/NEPA documents for specific future projects.

Long Term Effects

The CenterLine and Yorba Linda replacement projects and reduced footprint of the SR-241 project are both within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the replacement of the CenterLine and Yorba Linda Station and the reduced size of the SR-241 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR. Unavoidable and irreversible impacts will be further analyzed by implementing agencies at the project level. Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR. Overall, the projects are within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed changes are consistent with the findings on long-term effects in the 2004 PEIR. Detailed analysis of impacts on long-term effects will be conducted by implementing agencies at the project level.

Conclusion

With the exception of the SR 241 toll road project, the proposed changes to the 2004 RTP are generally operational improvements and are not anticipated to result in direct construction

impacts. SR 241 would be reduced from four to three lanes in each direction which would reduce the potential footprint of the project and corresponding area of potential environmental effect.

The 2004 RTP included hundreds of projects. The deletion of two projects that would have resulted in significant construction and long-term operational impacts and replacement with projects not likely to result in significant new construction would have a negligible environmental impact when viewed in light of the scope and nature of the entire Plan.

After completing its' programmatic environmental assessment of these changes, SCAG finds that adoption of the proposed RTP Amendment would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects. The proposed changes as expressed in the 2004 RTP Amendment, therefore, are not substantial changes which would require major revisions to the PEIR. Thus, a subsequent or supplemental EIR is not required and this Addendum fulfills the requirements of CEQA.

PUBLIC REVIEW AND COMMENT

SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing was posted on the SCAG website at www.scag.ca.gov on December 1, 2006, and published in major newspapers in the six-county region. The Draft Amendment was made available on the SCAG website and copies were provided for review at SCAG and at public libraries throughout the region. Written comments were accepted until 5:00pm January 6, 2006. In addition, a public hearing was held at SCAG on January 5, 2006. To fulfill the state's AB1246 interagency consultation requirement, a meeting of the Regional Transportation Agencies Coalition (RTAC) was held on January 18, 2006 to discuss the Amendment.

SCAG received two written comments on the Draft Amendment. The comments, along with SCAG's responses, are as follows.

Name, Organization, Address	Comments	SCAG Response
Michael Brady California Department of Transportation DOTP-ORIP Air Quality/Conformity Coordinator mike_brady@dot.ca.gov	The "improve Orange Line Metrolink service" item should be described in a little more detail. What's the delivery timeframe and has BNSF/Metrolink been consulted? Does Metrolink and/or BNSF have the capacity to deliver increased service in that timeframe, and what was assumed in terms of increased service in the conformity analysis?	The Metrolink portion of the TCM substitution entails a 50% improvement in headways for both peak and off-peak service on the IEOC line between San Bernardino and San Juan Capistrano, and on the 91 line between Riverside and Union Station. The project description on page 2 of the Amendment has been updated to clarify this. All of the CenterLine substitution projects are assumed to be in place by 2010. OCTA is working closely with Metrolink to implement the TCM substitution (see Attachment E).
Dennis Wade Air Pollution Specialist California Air Resources Board Planning and Technical Support dwade@arb.ca.gov	The ratios to estimate the additional benefit of directing 20% of the vehicles to test only are: ROG 0.996, NOx 0.997. These are annual estimates for calendar year 2002 for the South Coast Air Basin.	SCAG has updated its calculation of NOx for I/M credit using the following: 1 – 0.997 = 0.003, based upon the information provided by the Air Resources Board. The updated numbers for year 2002 are reflected on page 15 of the Amendment. The revisions do not change either the conclusions of the analysis or the conformity determination.

ATTACHMENT A

OCTA REQUESTS FOR CENTERLINE AND YORBA LINDA METROLINK STATION SUBSTITUTION

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

Service Authority for Abandoned Vehicles

November 30, 2005

Mr. Mark Pisano
Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Pisano:

On October 18, 2005, the Orange County Transportation Authority (OCTA) Board of Directors sent a letter requesting the Southern California Association of Governments (SCAG) to prepare and approve a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) amendment to formally replace the CenterLine and Yorba Linda Station projects with substitute transportation control measures (TCM) for Federal Highway Administration approval. Since that time OCTA and SCAG staff have been working diligently with the Federal Highway Administration (FHWA), the Air Quality Management District (AQMD), and the Transportation Conformity Working Group (TCWG) to finalize this request.

The TCWG met on November 22, 2005, to discuss the eligibility of the proposed substitution TCMs. At that meeting, FHWA stated that the Fullerton Station was not a suitable replacement for the Yorba Linda Station project. However, it was determined that the proposed CenterLine replacement projects have ample emissions benefits to be used as substitutions for both CenterLine and Yorba Linda Station. OCTA would like to revise the October 18, 2005, request to now use the proposed CenterLine replacement projects for both CenterLine and Yorba Linda Station.

In summary, the 9-mile CenterLine light rail and the Yorba Linda Station TCMs will be replaced with a combination of four projecs:

- 28-mile mixed flow Bus Rapid Transit from the Brea Mall to the Irvine Transportation Center
- Metrolink Service expansion providing enhanced service between the Inland Empire and Orange county
- Irvine Business Center shuttle connecting John Wayne Airport to the Irvine Business Center
- Free 3+ HOV on the 91 Express Lanes, from State Route 55 to the Orange County /Riverside County line.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

This request is in compliance with the South Coast Air Basin Air Quality State Implementation Plan's (SIP's) federally-approved requirements for substituting TCMs. OCTA has also fulfilled the interagency consultation requirement for TCM substitution. As noted in the previous request, OCTA staff has documented the countywide emissions impacts of the substitute projects and concluded that the replacement projects provide equal or greater emission reductions within the same timeframe and geographic area as the original TCMs. SCAG staff has reviewed the methodology OCTA used for the analysis and concurs with it. The replacement projects are fully funded and OCTA is committed to delivering them within the specified timeframe.

OCTA's Board of Directors and management appreciate SCAG's timely approval and processing of the RTP and RTIP amendment to implement this substitution.

Sincerely,

Paul C. Taylor
Executive Director, Planning
Development and Commuter Services

C: Hassan Ikharta, SCAG
Sylvia Patsouras, SCAG

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

Service Authority for Abandoned Vehicles

October 18, 2005

Mr. Mark Pisano
Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th floor
Los Angeles, CA 90017

Dear Mr. Pisano,

On October 14, 2005, the Orange County Transportation Authority (OCTA) Board of Directors approved the replacement of CenterLine and the Yorba Linda Station projects with substitute Transportation Control Measures (TCMs). The Board of Directors requests that the Southern California Association of Governments (SCAG) prepare and approve a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) amendment to formally replace the CenterLine and Yorba Linda Station projects with the substitute TCMs for final Federal Highway Administration approval. Timely completion of the amendment by April 2006 is requested to meet deadlines for reallocating funds to the new TCMs.

In compliance with the South Coast Air Basin Air Quality State Implementation Plan's (SIP's) federally-approved requirements for substituting TCMs, OCTA staff worked closely with SCAG staff to define substitutes for the two projects:

1) The 8-mile Centerline light rail TCM will be replaced with a combination of four projects:

   - 28-mile mixed-flow Bus Rapid Transit from Brea Mall to Irvine Transportation Center
   - Metrolink Service expansion providing enhanced service between the Inland Empire and Orange County
   - Irvine Business Center shuttle connecting John Wayne Airport to Irvine Business Center
   - Free 3+ HOV on the 91 Express Lanes, from State Route 55 to the Orange County/Riverside County line.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

2) The Yorba Linda TCM will be replaced with the Fullerton Station Parking Structure project.

OCTA staff has documented the countywide emissions impacts of the substitute projects and concluded that the replacement projects provide equal or greater emission reductions within the same timeframe and geographic area as the original TCMs. SCAG staff has reviewed the methodology OCTA used for the analysis and concurs with it.

OCTA also fulfilled the interagency consultation requirement for TCM substitution. OCTA management presented the proposed TCM substitution to the Transportation Conformity Working Group on July 26, and September 22, 2005, and will return on October 25, 2005, to report on the OCTA Board of Director's final action.

OCTA's Board of Directors and management appreciates SCAG's timely approval and processing of the RTP and RTIP amendment to incorporate this substitution.

Sincerely,

for ATL

Arthur T. Leahy
Chief Executive Officer

ATL:pt
Attachment: Orange County Transportation Control Replacement Report

ATTACHMENT B

OCTA TCM REPLACEMENT REPORT

Orange County Transportation Control Measure Replacement

Presented to

Southern California Association of Governments

Submitted by

Paul Taylor, Executive Director
Planning, Development and Commuter Services
Orange County Transportation Authority
550 South Main Street
Orange, CA 96184

November 22, 2005

Orange County Transportation Control Measure Replacement

I Introduction

Orange County Transportation Authority plans to replace two existing Transportation Control Measures (TCMs) with new TCM projects that together provide equivalent or greater emission reductions, while meeting all TCM substitution requirements specified in Appendix IV-C of the 1994 and 2003 South Coast Air Quality Management Plan/State Implementation Plan.

Two replacements will be discussed in this technical report:

Centerline. Replace the 8-mile Centerline light rail project as a TCM.

Yorba Linda Station. Replace the Yorba Linda Metrolink Station as a TCM.

Both of these projects will be replaced with a package of four new projects to be designated as TCMs in the Regional Transportation Plan and Regional Transportation Improvement Program:

- 28-mile mixed flow Bus Rapid Transit from Brea Mall to Irvine Transportation Center
- Metrolink Service expansion providing enhanced service between the Inland Empire and Orange County
- Irvine Bus Center Shuttle connecting John Wayne Airport to Irvine Business Center
- Free 3+ HOV on the 91 Express Lanes, from SR 55 to the Orange County/Riverside County line.

The following report presents the criteria for TCM replacement that apply to the Centerline and Yorba Linda Station TCMs. Further the report includes a description of each TCM project to be replaced, the need for replacement, the implication of the replacement on the Regional Transportation Plan and Regional Transportation Improvement Program, and a description of the proposed replacement projects. The technical analysis for the replacement presents emissions data for the original and replacement TCMs.

II TCM Replacement Procedures and Requirements

Replacement of Centerline and Yorba Linda Station with new TCMs must follow the substitution protocol specified in the federally-approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP).

Transportation Control Measures are contained in Appendix IV-C of the AQMP/SIP. The TCM replacement process is also spelled out in this appendix to the 1994, 1997 and 2003 AQMPs; USEPA formally approved the replacement process in the 1994 AQMP/SIP.

The TCM Replacement section describes the circumstances in which TCM's must be replaced: "a specific TCM project may be found to be non-implementable within the designated time frame and a new TCM project is substituted. The AQMP specifies procedures for replacing individual projects such as Centerline and the Yorba Linda Metrolink Station:

- The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed.
- SCAG, CTC or project sponsor can propose a substitute measure.
- Prior to adopting an individual TCM substitution, the measure must have been subject to interagency consultation (via the Transportation Conformity Working Group), public review and comment period and emissions analysis.
- The replacement measure must be subject to the SCAG Regional Council review and adoption.
- Upon adoption by the Regional Council, the new measure will replace the previous measure and will be incorporated into the RTIP through an administrative amendment.
- Adoption by SCAG's Regional Council will rescind the previous TCM and apply the new measures.

Proposed replacement projects must also meet specific criteria:

- The substitution of an individual measure must provide equivalent or greater emissions reductions than the measure being replaced in the AQMP/SIP.
- The substituted measure should preferably be located in the same geographic area and serve the same demographic subpopulation as the TCM it is replacing.
- A substitute measure must be fully funded and implemented in the time frame established for the measure contained in the SIP.

- The substitute measure must be fully implemented within two years of the implementation date of the original measure in order to meet the test for a finding of timely implementation.

- There must be evidence of adequate authority under State or local law to implement and enforce the measures.

- Commitments to implement the substitute measures must be made by the agency with authority for implementation.

- The analysis of replacement measures must be consistent with the methodology used for evaluating measures in the Air Plan.

- Where emissions models and/or transportation models have changed since those used for purposes of evaluating measures in the attainment plan, both the previous TCM and the new TCM shall be evaluated using the latest planning assumptions and modeling techniques in order to demonstrate consistency with the current Air Plan .

Section III of this report includes a summary of the Centerline and Yorba Linda Station replacement TCMs' fit with each of the requirements established by the AQMP.

III Orange County TCM Replacements

Centerline TCM Description

On October 22, 2001, the OCTA Board of Directors approved an 18-mile Centerline rail transit alignment between the Irvine Transit Center and the Sana Ana Regional Transportation Center.

On July 21, 2003, the OCTA Board of Directors reduced the Locally Approved Alternative project length to 8 miles. The 10-mile segment of Centerline was formally replaced by three projects that together provide equivalent emission reductions within the same timeframe and geographic area. The replacement project package consisted of

- An 8-mile Centerline project connecting John Wayne Airport and Santa Ana Transit Center/Metrolink-Amtrak Station;
- Intracounty rail services to cover the area where the 10-mile Centerline segment was deleted; and
- Upgraded bus service providing 402 new weekday bus trips in the deleted portion of the Centerline corridor, including runs from John Wayne Airport to UC Irvine.

This replacement was completed after interagency consultation with federal, state and local agencies through SCAG's Transportation Conformity Working Group. SCAG's longrange Regional Transportation Plan (RTP) and six-year Regional Transportation Improvement Program (RTIP) were revised accordingly and approved by the Federal Highway Administration.

Thus, the current Centerline project in the RTP and RTIP is an 8-mile portion of the original 18-mile light rail line TCM from John Wayne Airport to the Santa Ana Transit Center. The Centerline project alignment is indicated on Maps 1 and 2.

Need for Centerline Replacement. The 8-mile Centerline project is designated as a Transportation Control Measure (TCM) in the 2003 Air Quality Management Plan. As a TCM, the commitment to build Centerline by 2010 can be eliminated only if projects with equivalent emission reduction benefit replace it in the RTP, RTIP and AQMP.

Centerline must be replaced at this time because funding shortfalls prevent the project and its emission benefits from being delivered by 2010 as required by the AQMP. Centerline funding is drawn from three sources: Orange County's 1/2-cent sales tax, Measure M, which provided seed money for a "starter system, " and state and federal funding.

OCTA sought federal appropriations for Centerline in FY 2004/2005. Given the prospect of a lack of a federal funding commitment essential to delivering the project, in February 2005, the OCTA Board paused Centerline implementation in order to identify and study options for replacing Centerline. Again, OCTA sought FY 2005/2006 funding through SAFETEA-LU, but the federal transportation bill was ultimately approved without a Centerline funding earmark.

While the state funding earmark was obtained, anticipated federal funding for the Centerline project has not been, and will not be, forthcoming in a timeframe that allows delivery of the project and associated emission reductions by 2010 as required by the AQMP.

Therefore, the OCTA Board formally directed staff to pursue alternatives to Centerline, and to identify substitute projects that meet the criteria for TCM replacement spelled out in the AQMP. In addition, the Board directed that replacement projects be constrained with funds under OCTA's control to insure delivery of the replacement projects by 2010.

Failure to replace the Centerline project would lead to a lapse in timely implementation of TCM-01, which in turn would jeopardize continued federal approvals and funding for all other projects in the RTP and RTIP.

Implications of Centerline Replacement for 2004 RTP and 2004 RTIP. At present, the 8-mile Centerline project is included in the 2004 Regional Transportation Plan and 2004 RTIP as follows:

ORA 194	Central Orange County Fixed guideway (Centerline) for construction from Santa Ana Transportation Center fo John Wayne Airport. Includes rolling stock for Intial operating segment.

At the conclusion of the interagency consultation process, OCTA will request that SCAG amend the 2004 RTP and 2004 RTIP to remove the remaining Centerline project description, and designate the replacement projects as TCMs. OCTA will submit the appropriate changes to SCAG by October 20, 2005, for inclusion in 2004 RTP/RTIP. The replacement projects will be carried forward into the 2007 RTP update now being developed by SCAG.

The replacement projects will also subsequently be included in annual TCM Timely Implementation Reports that SCAG submits to FHWA to demonstrate that the projects are being implemented on time in fulfillment of the AQMP TCM requirements.

Yorba Linda Station TCM Description

The Yorba Linda Station project proposes to construct a new rail station, including 347 parking spaces for station use. The proposed Yorba Linda Station project is depicted on Maps 1 and 2.

Need for Yorba Linda Station Project Replacement. The City of Yorba Linda City Council voted, on March 16, 2004, to cancel this project. OCTA is thus seeking to replace this project before formally removing it from the RTP and RTIP.

Implication of Yorba Linda Station Project Replacement for 2004 RTP and RTIP. The Yorba Linda Station project is currently programmed as a TCM in the triennial period of the RTIP. The project is included in the 2004 RTP and 2004 RTIP as follows:

> ORA 981103 In Yorba Linda, construct commuter rail station and park-and-ride (347 spaces)

At the conclusion of the interagency consultation process, OCTA will request that SCAG amend the 2004 RTP and 2004 RTIP to remove the Yorba Linda Station project description, and designate the replacement projects as TCMs in its place. OCTA will submit the appropriate changes to SCAG by October 12, 2005, for inclusion in a formal RTP/RTIP Amendment. The replacement project will be carried forward into the 2007 RTP update now being developed by SCAG.

The replacement projects will also subsequently be included in annual TCM Timely Implementation Reports that SCAG submits to FHWA to demonstrate that the projects are being implemented on time in fulfillment of the AQMP TCM requirements.

Recommended Centerline/Yorba Linda Station Replacement Project Package

TCM Replacement Project Identification. Working with the OCTA Board's Transit Planning and Operations Committee, OCTA staff has analyzed thirty-four potential replacement projects with the potential to provide equivalent or greater emission reductions than the Centerline and Yorba Linda Station projects . The options included:

- The current project, the 8-mile Centerline alignment between John Wayne Airport and Santa Ana Transit Center/Metrolink-Amtrak Station.
- Other light transit rail
- Bus Rapid Transit, expanding the BRT system from two current lines to 3 or more lines.
- Commuter rail, increasing Metrolink service frequency and/or new locations.

- Gateways to regional connections, including the MagLev system, California High Speed Rail, and the California/Nevada High Speed Train
- Other transit projects, such as additional investment in the OCTA bus system
- Road projects. and
- 3+ HOV requirements for the 91 Express Lanes.

During six work sessions, the Board's Transit Planning and Operations Committee determined that no single replacement project was available. The Committee investigated six "packages" of projects with the potential to replace Centerline and Yorba Linda Station. The Committee also defined a seventh package of projects for further analysis that included countywide Bus Rapid Transit; increasing Metrolink service; and high speed rail and MagLev system investments.

Recommended TCM Replacement Projects. OCTA requests that the 8-mile Centerline TCM and Yorba Linda Station TCM be replaced with a package of four projects that meet the TCM replacement criteria set in the AQMP/SIP. Although each project meets the eligibility criteria for TCM status, none is currently included in the RTIP or designated as a TCM. The replacement projects are indicated on Maps 1 and 2, along with the Centerline alignment and Yorba Linda Station location.

Bus Rapid Transit. This project provides a 28-mile BRT line extending from Brea Mall to Irvine Transportation Center. This line follows portions of the original Centerline alignment, and builds on the existing BRT network in Orange County. The BRT project will cost $36.9 million for structures and rolling stock.

Metrolink Service Expansion. This project provides enhanced service on Orange Inland Empire –Orange County line and 91 line, and will cost $197 million.

Irvine Bus Center Shuttle. CNG-fueled shuttle vehicles will connect John Wayne Airport to Irvine Business Center, one of the County's and the region's major employment concentrations. The project will cost $12.3 million.

Free 3+ HOV on the 91 Express Lanes. Free access to the 91 Express toll lanes will be provided to 3+ carpools, from SR 55 to the Orange County/Riverside County line. The 91 Express Lanes relieve congestion on one of the most impacted freeways in the Southern California region. This operational change will not require any capital investment.

IV Technical Analysis

This technical analysis documents the evidence that the Centerline and Yorba Linda Station replacement TCMs meet the substitution criteria spelled out in the AQMP/SIP: equivalent emissions, similar geographic service area, similar implementation schedule, and demonstrated financial commitment to complete the project on time.

Methodology for Analyzing Original Project and Replacement The air quality impacts of the 8-mile Centerline TCM and Yorba Linda Station TCM were compared with the proposed TCM Replacement projects using a 2-step method based on SCAG's emissions program focused on Orange County. OCTA's OCTAM 3.2 travel demand model, which is consistent with SCAG's regional model, provided travel information on the Centerline and replacement TCMs.

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways, arterials and transit bus from OCTAM 3.2. Extract all loaded link information, intrazonal travel speeds, and intrazonal travel volumes for all modeled time periods.

Step 2: Run SCAG emissions program using the extracted information from Step 1 as input to obtain vehicle starts, VMT, and vehicle population data. The result of this program is an EMFAC2002 input file for Orange County reflecting the model run. This program outputs emissions exhaust for ROG, NOx, CO and PM-10 pollutants by running EMFAC 2002. The additional emissions resulting from added bus and train service as part of each alternative are calculated and included in the overall emissions estimates. The modeling assumes that 2010 intracounty train equipment will be ultra-low emission diesel engines and average 35-45 mph while the bus equipment will be clean natural gas engines and average 25-35 mph.

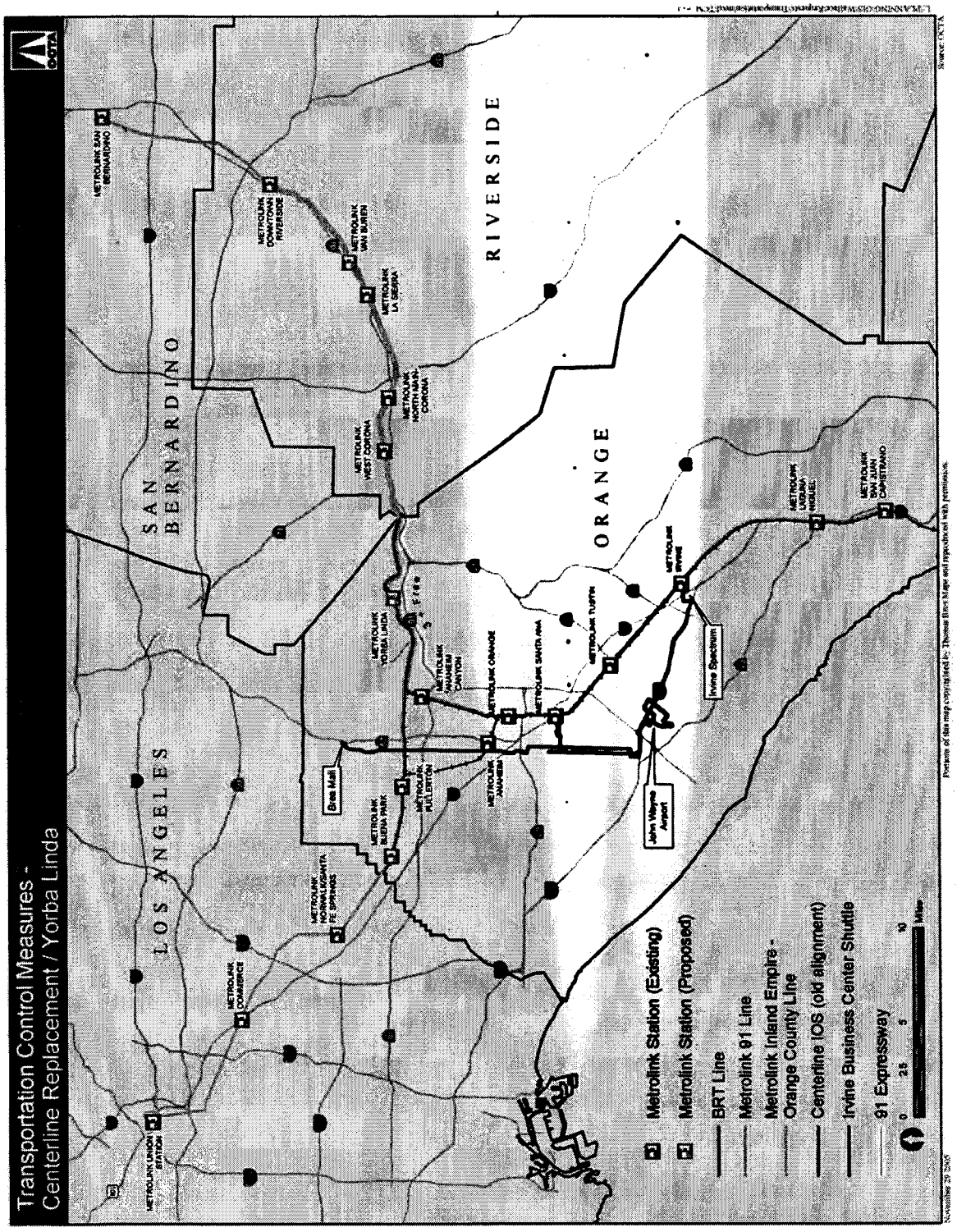
Replacement Criteria

Emission Analysis. Based on the results of the modeling described above, Tables 1 and 2 compare the Centerline and Yorba Linda Station TCMs with proposed replacement TCM project total emissions for 2010 and 2030. The emissions data demonstrate that the replacement project package provides equivalent or greater emission reductions for Orange County than the current Centerline and Yorba Linda Station projects.

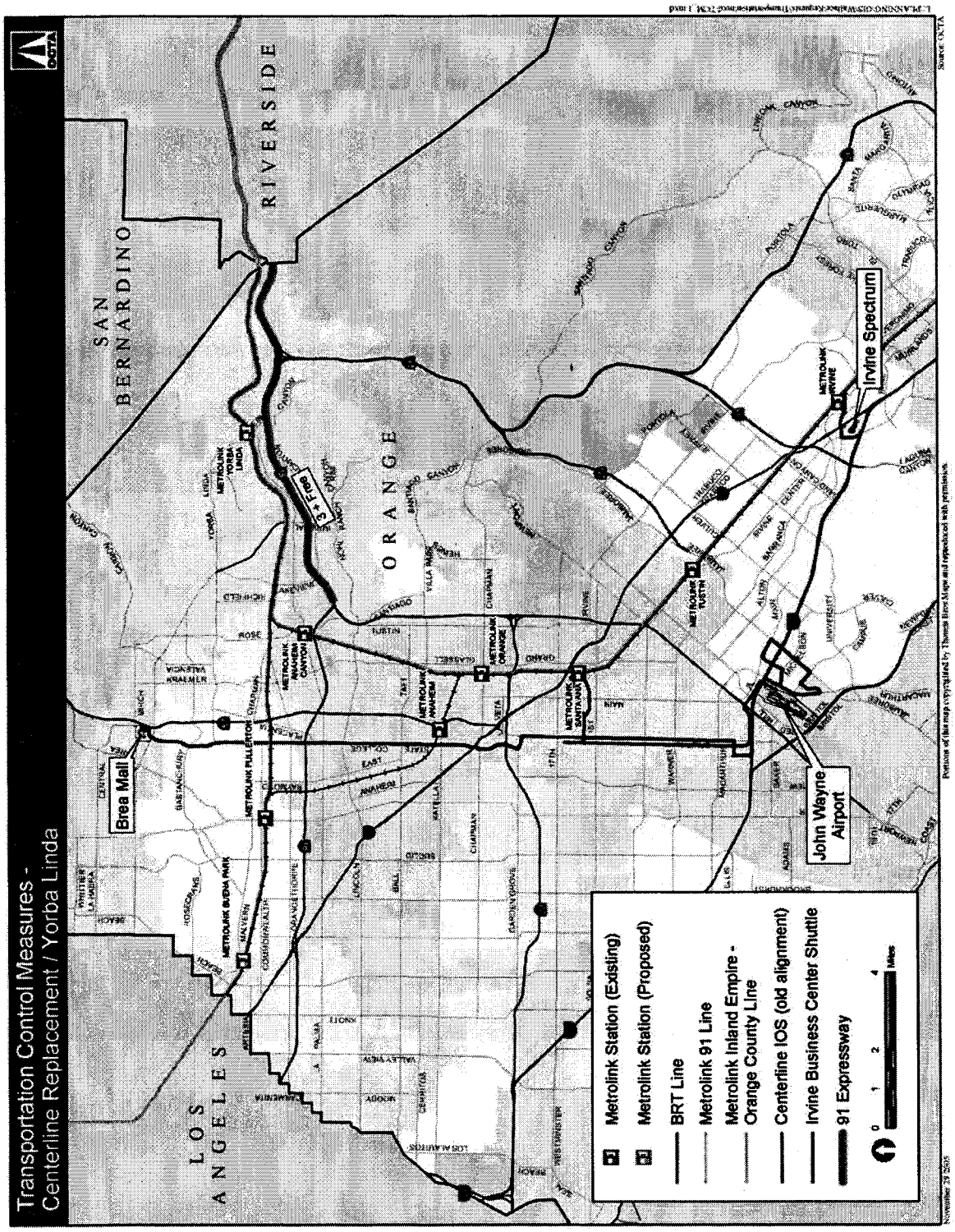
Geographic Area/Service Area/Accessibility. The 8-mile Centerline TCM provided intra-county light rail service between John Wayne Airport/Irvine and Santa Ana Regional Transportation Center. Yorba Linda Station provided 347 parking spaces and station infrastructure in northeast Orange County. Map 1 depicts the service area of the Centerline and Yorba Linda Station TCMs and the proposed Replacement TCM projects.

The replacement Bus Rapid Transit (BRT) route parallels and intersects the original Centerline alignment, providing accessibility to the same population in the same service area as Centerline. By expanding BRT routes, the replacement TCM provides an even

Map 1


Transportation Control Measures -
Centerline Replacement / Yorba Linda
LOS ANGELES
SAN BERNARDINO
RIVERSIDE
ORANGE
Bres Mall
John Wayne Airport
Irvine Spectrum
Metrolink Station (Existing)
Metrolink Station (Proposed)
BRT Line
Metrolink 91 Line
Metrolink Inland Empire - Orange County Line
Centerline IOS (old alignment)
Irvine Business Center Shuttle
91 Expressway
0 2.5 5 10 Miles

Map 2


Transportation Control Measures -
Centerline Replacement / Yorba Linda
SAN BERNARDINO
RIVERSIDE
ORANGE
LOS ANGELES
Brea Mall
John Wayne Airport
Irvine Spectrum
Metrolink Station (Existing)
Metrolink Station (Proposed)
BRT Line
Metrolink 91 Line
Metrolink Inland Empire - Orange County Line
Centerline IOS (old alignment)
Irvine Business Center Shuttle
91 Expressway
Miles

greater level of connectivity with existing bus and Bus Rapid Transit routes than Centerline. 8-minute BRT headways are consistent with those for Centerline. Metrolink service will provide expanded accessibility to and from jobs in Orange County. The expanded Orange County-Riverside County service will reduce congestion on all routes carrying Inland Empire commuters to Orange County jobs. Enhanced Metrolink Service will benefit residents and workers throughout northeast Orange County, including the Yorba Linda area.

The Centerline corridor traversed an area rich in housing to connect major business concentrations in downtown Santa Ana and Irvine including John Wayne Airport, Irvine industrial area north of the airport, and Irvine Business Center. The Replacement TCM projects also serve the cities of Irvine, Tustin and Santa Ana as well as greater Orange County. In the City of Santa Ana, the project corridor serves an area with median income below $35,000. In Tustin and Irvine, median income is above $60,000. Lower income Santa Ana residents have good access to job rich areas using either the BRT or Metrolink improvements included in the Replacement TCM.

Implementation Schedule. The four replacement projects are all programmed for delivery on or before 2010, on the same schedule as the emission reductions from Centerline and Yorba Linda Station.

Financial Commitment. The replacement TCM projects will require a total of $246.2 million. OCTA has programmed $465 million of Measure M sales tax funds for the Centerline project. A portion of Centerline funds will now be reallocated to the replacement TCM projects.

Table 1
2010 Comparison of Centerline/Yorba Linda TCMs and Replacement TCM: Boardings and Countywide Total Exhaust Emissions (tons per day)
2010

	Centerline/ Yorba Linda TCM	Replacement TCM
Daily Boardings	265,921	266,313
ROG	33.32	33.30
CO	297.77	297.55
NOx	63.45	63.44
PM-10	30.78	30.78

Table 2
2030 Comparison of Centerline/Yorba Linda Station TCMs and Replacement TCM Boardings and Countywide Total Exhaust Emissions (tons per day)

	Centerline/ Yorba Linda TCM	Replacement TCM
Daily Boardings	379, 887	380,447
ROG	16.59	16.58
CO	113.12	113.03
NOx	18.74	18.73
PM-10	43.34	43.34

Summary of Orange County TCM Replacement Project Fit with Required Replacement Procedures and Criteria

- **SCAG Review and Adoption.** On December 2, 2005, SCAG's Transportation and Communications Committee will consider the release of the Draft RTP/RTIP Amendment for 30 day public review, followed by SCAG Regional Council action on February 2, 2005.

- **Interagency Consultation.** Interagency consultation has occurred at SCAG's publicly noticed Transportation Conformity Working Group meetings on July 26, September 22, October 25, and November 22, 2005.

- **Equivalent Emission Reductions.** The four replacement projects provide equivalent or greater emission reductions for ROG, NOx, CO and PM-10 as presented in Tables 1 and 2.

- **Similar Geographic Area.** The replacement projects serve Orange County and provide accessibility in the same corridors as the original TCMs. Improved BRT and Metrolink headways benefit the entire County.

- **Full Funding.** The $246.2 million package of replacement projects will be fully funded with revenues currently programmed for the Centerline project.

- **Similar Time Frame.** Like the original TCMs; completion of the replacement projects will be scheduled to meet the original 2005 Yorba Linda Station delivery date, and the 2010 Centerline delivery date.

- **Timely Implementation.** The replacement projects will be included in annual TCM Timely Implementation Reports that SCAG submits to FHWA.

- **Legal Authority.** OCTA has full legal authority to construct and operate the replacement projects; OCTA owns the bus fleet, and owns the Metrolink track, rolling stock and station infrastructure.

- **Implementation Commitment.** The replacement projects will be added to the RTP/RTIP through a formal amendment to be approved by SCAG's Regional Council.

- **AQMP-Consistent Methodology.** The methodology for analyzing emissions used AQMP consistent assumptions and modeling techniques.

- **Latest Planning Assumptions.** Technical analysis of the replacement projects was based on EMFAC 2002 emission factors and OCTAM 3.1 demographic and travel demand data.

Appendix A: Technical Documentation

Emission Model Runs

Socioeconomic Data Maps

2010 CenterLine/Yorba Linda Station TCM Emissions

Centerline Projects Year 2010 **Orange County Average**
Version : Emfac2002 V2.2 Apr 23 2003 ** WIS Enabled **
Run Date : 09/10/05 09:32:50
Scen Year: 2010 -- Model Years: 1965 to 2010
Season : Summer

	Vehicle	VMT	Starts	ROG	CO	NOX	PM10Ex	Tire W	Brake W	PM10SUM
Passengar Car	1236400	38306	7745540	15.14	142.34	11.27	0.47	0.34	0.53	1.34
Light-D-Trk1	244750	7554	1519470	4.61	59.67	5.06	0.10	0.06	0.10	0.27
Light-D-Trk2	335918	10320	2114450	4.75	47.78	5.48	0.27	0.09	0.14	0.51
Mediu-D-Trk	140753	4242	880657	2.78	25.55	3.38	0.12	0.04	0.06	0.21
Motor Cycle	31007	228	62008	1.10	8.46	0.29	0.01	0.00	0.00	0.01
L&M VEHICLE	1988808	60450	12322125	28.38	283.80	23.50	0.97	0.53	0.83	2.34
L-Heavy-D T1	20806	984	620714	0.90	3.76	2.14	0.01	0.01	0.01	0.04
L-Heavy-D T2	8220	354	205342	0.40	1.57	1.29	0.01	0.00	0.00	0.02
M-Heavy-D T	22775	1113	731434	1.22	4.50	9.08	0.22	0.01	0.02	0.25
H-Heavy-D T	14429	2057	154566	1.75	13.54	23.55	0.58	0.06	0.05	0.49
HD TRUCK	66230	4508	1692056	4.25	25.39	35.86	0.62	0.10	0.06	0.80
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	1685	62	6739	0.07	0.78	0.72	0.03	0.00	0.00	0.03
Urban Bus	1963	214	7851	0.48	4.21	2.76	0.05	0.00	0.00	0.05
Motor Home	23246	292	2326	0.13	3.57	0.58	0.01	0.00	0.00	0.01
ALL VEHICL	2081940	65528	14031100	33.32	297.74	63.45	1.67	0.65	0.91	3.23

Note :
I and M program in effect
Emissions in tones per day, VMT in 1000-miles
cline2_yl0.prn

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2010 CenterLine/Yorba Linda Station Replacement TCM Emissions

Centerline Replacement Projects Year 2010 **Orange County Average**
Version : EMFAC2002 V2.2 Apr 25 2003 ** WIS Enabled **
Run Date : 09/09/05 14:14:55
Scen Year: 2010 -- Model Years: 1965 to 2010
Season : Summer

	Vehicle	VMT	Starts	ROG	CO	NOX	PM10Ex	Tire W	Brake W	PM10SUM
Passenger Car	1235610	38281	7740550	15.13	142.21	11.26	0.47	0.14	0.53	1.34
Light-D-Trk1	244575	7549	1518480	4.01	39.04	3.08	0.10	0.06	0.10	0.27
Light-D-Trk2	335701	10313	2113080	4.75	47.74	5.47	0.27	0.09	0.14	0.50
Medium-D-Trk	140662	4240	880089	2.78	25.52	3.38	0.12	0.04	0.06	0.21
Motor Cycle	30687	228	61968	1.10	8.46	0.29	0.01	0.00	0.00	0.01
L&M VEHICLE	1987533	60411	12314177	28.37	263.57	23.48	0.97	0.53	0.83	2.33
L-Heavy-D T1	20806	984	620714	0.90	3.78	2.14	0.01	0.01	0.01	0.04
L-Heavy-D T2	8220	354	205342	0.40	1.57	1.29	0.01	0.00	0.00	0.02
M-Heavy-D T	22775	1113	731434	1.22	4.50	9.04	0.22	0.01	0.02	0.25
H-Heavy-D T	14429	2057	134566	1.75	11.54	23.35	0.98	0.04	0.05	0.48
HD TRUCK	66230	4508	1692056	4.25	25.39	35.86	0.62	0.10	0.06	0.80
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	1685	62	6739	0.07	0.78	0.72	0.03	0.00	0.00	0.03
Urban Bus	1963	214	7851	0.48	4.21	2.76	0.05	0.00	0.00	0.05
Motor Home	23246	292	2326	0.13	3.57	0.58	0.01	0.00	0.00	0.01
ALL VEHICL	2080660	65485	14023200	33.90	297.51	63.41	1.67	0.65	0.91	3.23

NOTE :
I and M program in effect
Emissions in tones per day, VMT in 1000-miles
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2030 CenterLine/Yorba Linda Station TCM Emissions

Centerline Projects Year 2030 **Orange County Average**
Version : Emfac2002 V2.2 Apr 23 2003 ** WBS Enabled **
Run Date : 09/10/05 00:54:21
Scen Year: 2030 -- Model Years: 1985 to 2030
Season : Summer

	Vehicle	VMT	Starts	ROG	CO	NOX	PM10Ex	Tire W	Brake W	PM10SUM
Passengar Car	1791910	54085	11077300	5.47	45.26	2.96	0.69	0.48	0.75	1.91
Light-D-Trk1	370215	10936	2258550	2.06	12.24	0.88	0.15	0.10	0.15	0.59
Light-D-Trk2	508206	14869	3090600	3.49	23.70	2.01	0.44	0.13	0.21	0.78
Mediu-D-Trk	213699	6201	1293260	1.74	12.96	1.15	0.19	0.05	0.09	0.33
Motor Cycle	38170	264	76332	1.10	6.40	0.31	0.01	0.00	0.00	0.01
L&M VEHICLE	2922200	86357	17794022	13.86	100.65	7.31	1.48	0.76	1.20	3.42
L-Heavy-D T1	23623	857	693472	0.91	1.69	1.16	0.01	0.01	0.01	0.03
L-Heavy-D T2	9294	362	227307	0.22	0.54	0.42	0.01	0.00	0.01	0.02
M-Heavy-D T	25807	1120	818681	0.54	2.85	1.76	0.11	0.01	0.02	0.14
H-Heavy-D T	16358	2187	102672	0.77	4.62	5.51	0.17	0.09	0.05	0.28
HD TRUCK	75062	4526	1842132	2.44	9.70	8.84	0.30	0.11	0.07	0.47
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	2163	80	8652	0.05	0.38	0.56	0.02	0.00	0.00	0.03
Urban Bus	2520	275	10080	0.25	2.22	1.85	0.04	0.00	0.00	0.04
Motor Home	35627	447	3564	0.02	0.16	0.16	0.00	0.01	0.01	0.02
ALL VEHICL	3037560	91685	19658500	16.59	113.11	18.73	1.83	0.89	1.27	3.99

Note :
I and M program in effect
Emissions in tones per day, VMT in 1000-miles
cline2_y30.prn

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2030 CenterLine/Yorba Linda Station Replacement TCM Emissions

Centerline Replacement Projects Year 2030 — Orange County Average
Version : Emfac2002 V2.2 Apr 25 2003 ** WIS Enabled **
Run Date : 09/09/05 13:57:08
Scen Year: 2030 -- Model Years: 1965 to 2030
Season : Summer

	Vehicle	VMT	Starts	ROG	CO	NOX	PM10Ex	Tire W	Brake W	PM10SUM
Passenger Car	1790750	54050	11070200	5.47	45.22	2.06	0.68	0.48	0.75	1.91
Light-D-Trk1	569976	10931	2255070	2.08	12.23	0.86	0.15	0.10	0.15	0.39
Light-D-Trk2	507877	14859	3088610	3.49	23.68	2.01	0.44	0.13	0.21	0.78
Medium-D-Trk	213561	6197	1292420	1.74	12.94	1.15	0.19	0.05	0.09	0.33
Motor Cycle	38145	264	76283	1.10	6.40	0.31	0.01	0.00	0.00	0.01
L&M VEHICLE	2920309	86301	17782583	13.86	100.56	7.31	1.47	0.76	1.20	3.42
L-Heavy-D T1	23623	857	693472	0.91	1.69	1.18	0.01	0.01	0.01	0.03
L-Heavy-D T2	9294	362	227307	0.22	0.54	0.42	0.01	0.00	0.01	0.02
M-Heavy-D T	25807	1120	818681	0.54	2.85	1.75	0.11	0.01	0.02	0.14
H-Heavy-D T	16358	2187	102672	0.77	4.82	5.51	0.17	0.09	0.05	0.28
HD TRUCK	75062	4526	1842132	2.44	9.70	8.84	0.30	0.11	0.07	0.47
Line Haul V	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00
School Bus	2163	80	8652	0.05	0.38	0.56	0.02	0.00	0.00	0.03
Urban Bus	2520	275	10080	0.25	2.22	1.65	0.04	0.00	0.00	0.04
Motor Home	35627	447	3564	0.02	0.16	0.16	0.00	0.01	0.01	0.02
ALL VEHICL	3035680	91629	19647000	16.58	113.02	18.73	1.83	0.89	1.27	3.99

Note :
I and M program in effect
Emissions in tones per day, VMT in 1000-miles
CPR_y30.prn

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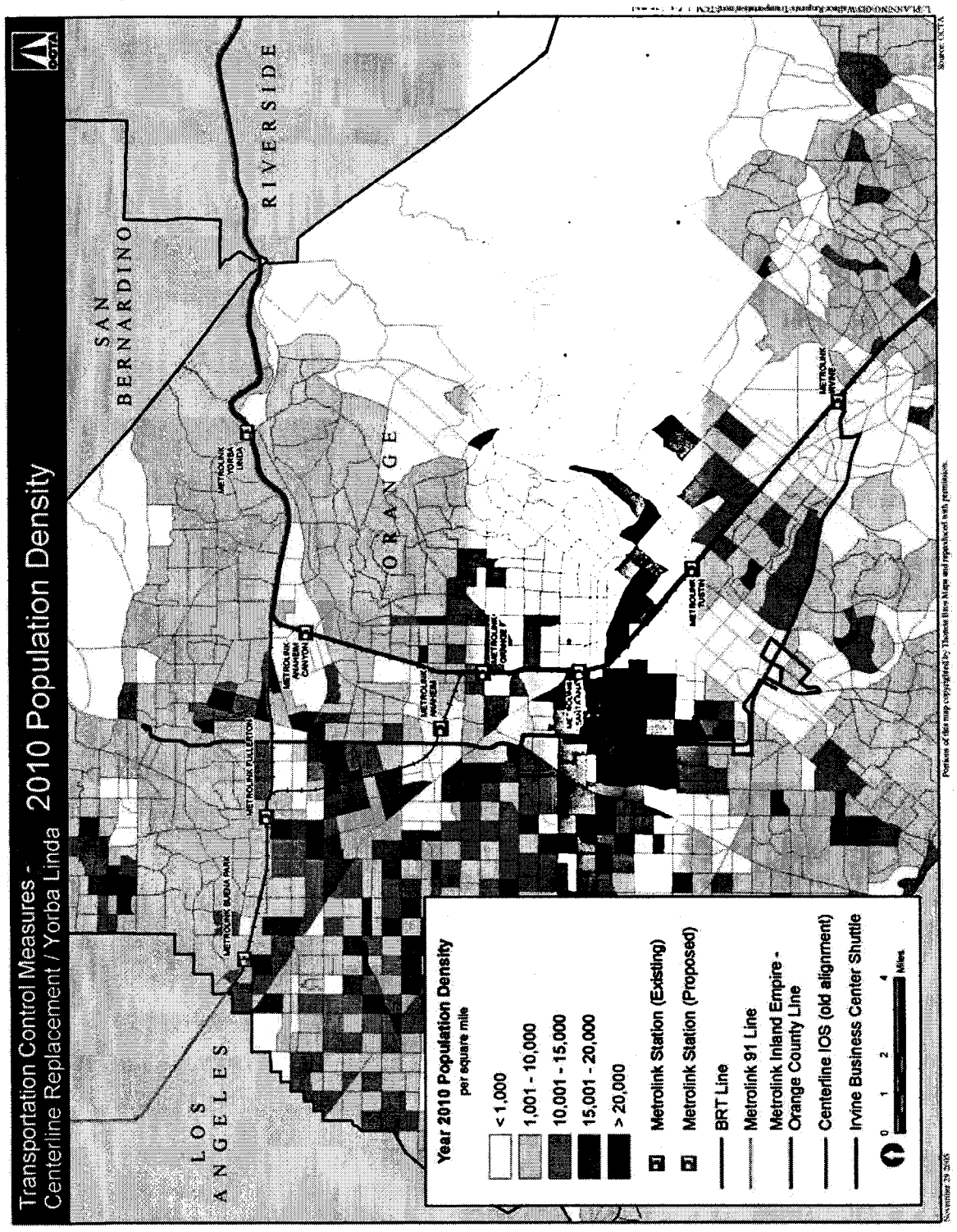
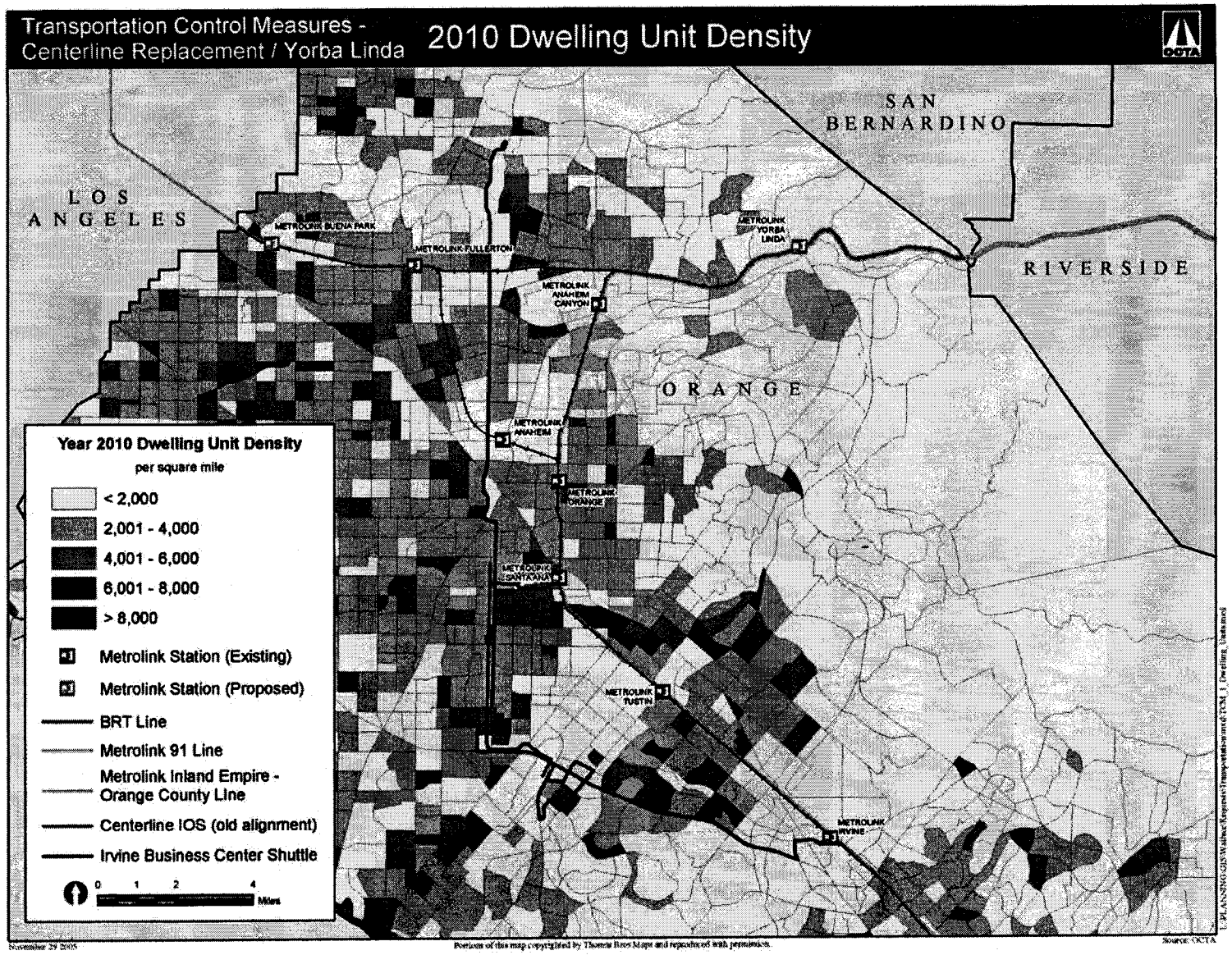
CenterLine/Yorba Linda Station TCM and TCM Replacement Bus Emission Calculations

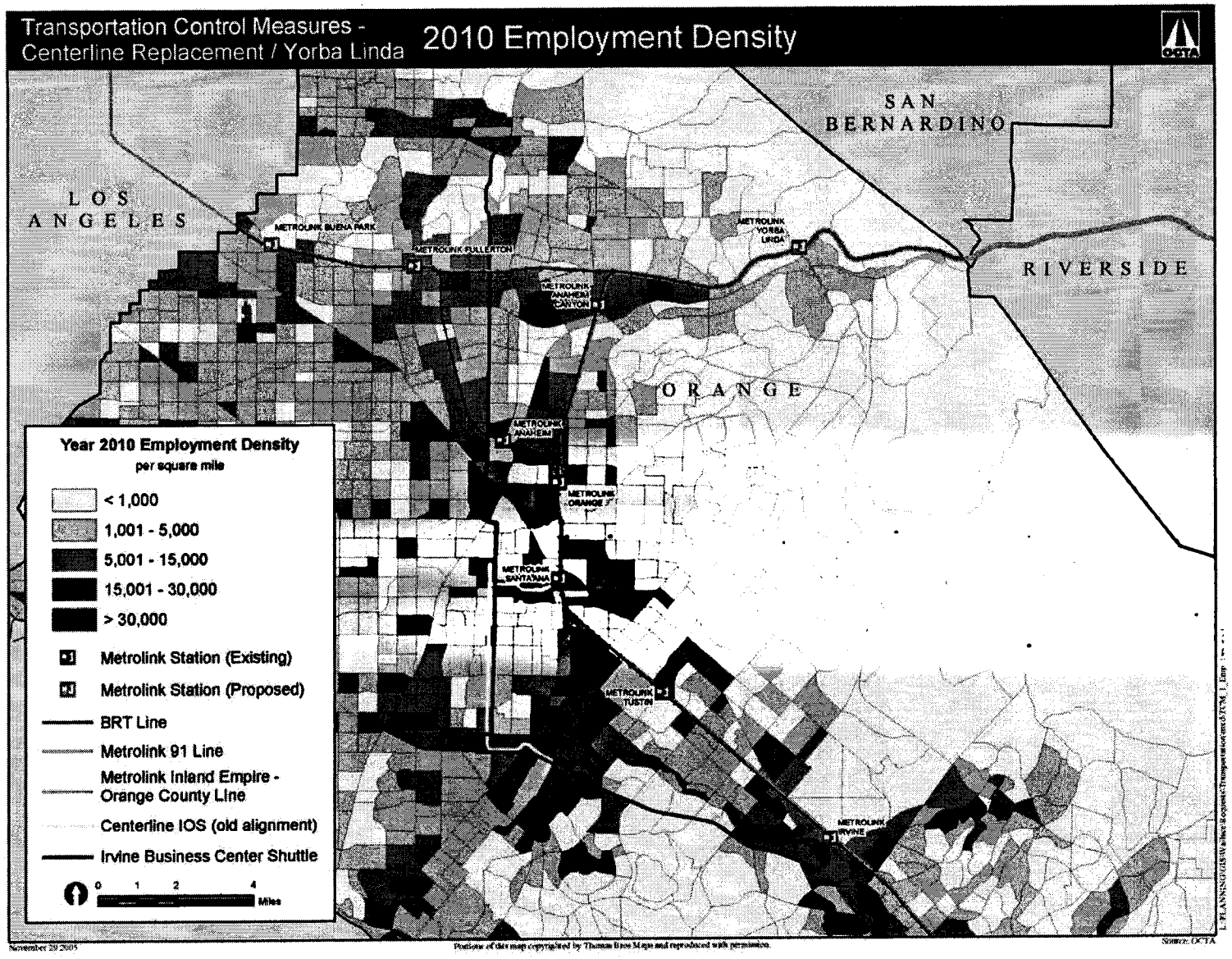
Bus/Train/Additional Emissions

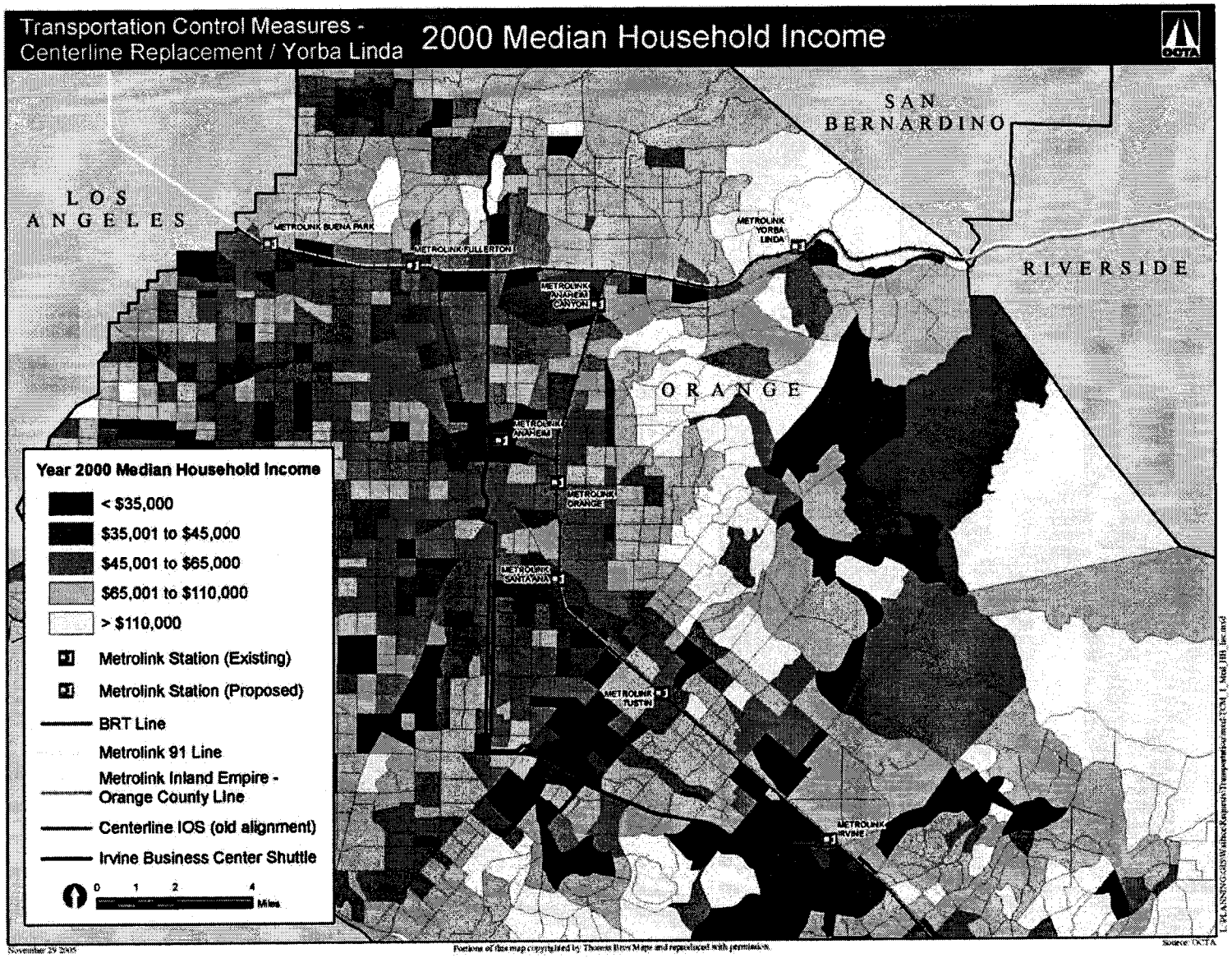
		Tons/Day	Tons/Day
CenterLine		2010	2030
	ROG	0.00	0.00
	NOX	0.02	0.01
	CO	0.03	0.01
	PM10	0.00	0.00
	PM10-Tire	0.00	0.00
	PM10-Brake	0.00	0.00
		Tons/Day	Tons/Day
CenterLine-Replacement		2010	2030
	ROG	0.00	0.00
	NOX	0.03	0.01
	CO	0.04	0.01
	PM10	0.00	0.00
	PM10-Tire	0.00	0.00
	PM10-Brake	0.00	0.00

Socio-Economic Data Maps: Population, Households and Employment




Transportation Control Measures -
Centerline Replacement / Yorba Linda
2010 Dwelling Unit Density
OCTA
SAN BERNARDINO
LOS ANGELES
RIVERSIDE
ORANGE
METROLINK BUENA PARK
METROLINK FULLERTON
METROLINK YORBA LINDA
METROLINK ANAHEIM CANYON
METROLINK ANAHEIM
METROLINK ORANGE
METROLINK SANTA ANA
METROLINK TUSTIN
METROLINK IRVINE
Year 2010 Dwelling Unit Density
per square mile
< 2,000
2,001 - 4,000
4,001 - 6,000
6,001 - 8,000
> 8,000
Metrolink Station (Existing)
Metrolink Station (Proposed)
BRT Line
Metrolink 91 Line
Metrolink Inland Empire - Orange County Line
Centerline IOS (old alignment)
Irvine Business Center Shuttle
0 1 2 4
Miles
November 29 2005
Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission.
Source: OCTA


Transportation Control Measures -
Centerline Replacement / Yorba Linda
2010 Employment Density
OCTA
SAN BERNARDINO
LOS ANGELES
RIVERSIDE
ORANGE
METROLINK BUENA PARK
METROLINK FULLERTON
METROLINK YORBA LINDA
METROLINK ANAHEIM CANYON
METROLINK ANAHEIM
METROLINK ORANGE
METROLINK SANTA ANA
METROLINK TUSTIN
METROLINK IRVINE
Year 2010 Employment Density
per square mile
< 1,000
1,001 - 5,000
5,001 - 15,000
15,001 - 30,000
> 30,000
Metrolink Station (Existing)
Metrolink Station (Proposed)
BRT Line
Metrolink 91 Line
Metrolink Inland Empire - Orange County Line
Centerline IOS (old alignment)
Irvine Business Center Shuttle
0 1 2 4
Miles
November 29 2005
Source: OCTA


Transportation Control Measures -
Centerline Replacement / Yorba Linda
2000 Median Household Income
OCTA
SAN BERNARDINO
LOS ANGELES
RIVERSIDE
ORANGE
METROLINK BUENA PARK
METROLINK FULLERTON
METROLINK YORBA LINDA
METROLINK ANAHEIM CANYON
METROLINK ANAHEIM
METROLINK ORANGE
METROLINK SANTA ANA
METROLINK TUSTIN
METROLINK IRVINE
Year 2000 Median Household Income
< $35,000
$35,001 to $45,000
$45,001 to $65,000
$65,001 to $110,000
> $110,000
Metrolink Station (Existing)
Metrolink Station (Proposed)
BRT Line
Metrolink 91 Line
Metrolink Inland Empire - Orange County Line
Centerline IOS (old alignment)
Irvine Business Center Shuttle
0 1 2 4
Miles
November 29 2005
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Source: OCTA

ATTACHMENT C

OCTA REQUEST FOR FOOTHILL TRANSPORTATION CORRIDOR-SOUTH/SR-241 AMENDMENT

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

Service Authority for Abandoned Vehicles

November 28, 2005

Mr. Mark Pisano
Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Pisano:

The Orange County Transportation Authority (OCTA) requests the Southern California Association of Governments (SCAG) to prepare and approve a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) amendment to formally modify the scope and implementation timeline for the Foothill Transportation Corridor South project. This project is currently listed as a TCM in the RTIP and will require a formal amendment process.

This amendment will modify the scope of the project to reduce the number of mixed flow lanes to be constructed in the outer years. Specifically, the current scope calls for two additional mixed flow lanes by 2015, and this amendment will change that to be one additional mixed flow lane by 2020. However, the near term construction of two mixed flow lanes in each direction, by 2010, is on schedule. This amendment will have no net impact on air quality emissions and should require no additional modeling.

OCTA would like this request to be included in amendment 2004-18, as previously submitted. Thank you for assistance in processing this request, SCAG's efforts are much appreciated.

Sincerely,

Paul C. Taylor
Executive Director, Planning,
Development and Commuter Services

Orange County Transportation Authority
[illegible] / Orange / California 92863-1584 / (714) 560-OCTA (6282)

000106

ATTACHMENT D

OCTA RTIP AMENDMENT REQUEST AND NARRATIVE

OCTA

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

Service Authority for Abandoned Vehicles

November 28, 2005

Ms. Rosemary Ayala
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Ayala:

The Orange County Transportation Authority (OCTA) is requesting an amendment to the 2004-2009 Regional Transportation Improvement Program (RTIP). The projects requested to be amended include those outlined in OCTA's October 28, 2005, letter requesting an amendment for the replacement of the CenterLine and Yorba Linda Station projects. These projects represent TCM replacements and have been discussed and reviewed at the TCWG.The replacement projects are all fully funded and OCTA is committed to delivering them within the specified timeframe.

Thank you for your assistance in processing this request. If you have any questions or require additional information, please contact me at (714)560-5462 or jbergener@octa.net.

Sincerely,

Jennifer Bergener
Manager, Capital Programs

enclosures

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

000198

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
Orange County Transportation Authority
Amendment #04-18

Agency	Project ID	Title	Changes Requested	Formal or Admin Amendment Reason
State Highways System				
TCA	**ORA052**	(FTC-S) (I-5 TO OSO PKWY) (15 MI) 2 MF EA. DIR BY 2010; AND 2 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.	SCOPE CHANGE - CHANGE PROJECT DESCRIPTION TO : "(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01." - DELETE PVT IN FY 2000-01, 2001-02, 2004-05 TO $0 - ADD PVT IN FY2005-06 ENG $5,000, FY2006-07 ENG $20000 & RW $35000, FY2007-08 ENG $10000 & CON $80000, FY2008-09 CON $100000, FY2009-10 CON $100000, DECREASE PVT IN FY2005-06 CON FROM $235000 TO $0 TOTAL PROJECT COST $550,000, TOTAL PROGRAMMED IN 2004 RTIP TIMEFRAME $350,000. (Note: There is $200,000 programmed beyond the 2004 RTIP timeframe.)	FORMAL

2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
Orange County Transportation Authority
Amendment #04-18

Transit System Projects

Agency	Project ID	Title	Changes Requested	Formal or Admin Amendment Reason
YORBA LINDA	ORA981103	IN YORBA LINDA, CONSTRUCT COMMUTER RAIL STATION AND PARK AND RIDE (347 SPACES) NEAR EXPERANZA RD AND NEW RIVER ST	DELETE PROJECT	FORMAL CITY OF YL , CITY COUNCIL VOTED TO DELETE THE PROJECT –THIS TCM BEING REPLACED WITH OTHER PROJECTS INCLUDED IN THIS AMENDMENT
OCTA	ORA194	CENTRAL ORANGE COUNTY FIXED GUIDEWY (CENTERLINE) FOR CONSTRUCTION FROM SANTA ANA TRANSPORTATION CENTER TO JW AIRPORT. INCLUD ROLLING STOCK FOR INITIAL OPERATING SEGMENT	DELETE PROJECT	FORMAL OCTA BOARD VOTED TO DELETE THIS PROJECT 10-14-05 THIS TCM IS BEING REPLACED WITH OTHER PROJECTS INCLUDED IN THIS AMENDMENT
OCTA	ORA110501	BUS RAPID TRANIST - 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, ROLLING STOCK, AND FEEDER SVC & IBC SHUTTLE- CNG SHUTTLES FROM JWA TO IBC.	NEW PROJECT - ADD STP-RIP IN FY 2008-09 CON $41,670 - ADD STP-RIP IN FY 2009-10 CON $7,530 TOTAL PROJECT COST $49,200	FORMAL SUBSTITUTION FOR CENTERLINE CANCELATION

ATTACHMENT E

METROLINK LETTER REGARDING SERVICE EXPANSION

METROLINK®

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

November 30, 2005

Mr. Mark Pisano
Executive Director
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Dear Mr. Pisano:

The Southern California Regional Rail Authority (SCRRA) operator of Metrolink commuter rail service in Southern California is working closely with the Orange County Transportation Authority (OCTA) toward the implementation of the OCTA Board-approved Metrolink Service Expansion Plan. To this end, OCTA has requested the inclusion of a significant rail car order, which has been added to the base order of the current SCRRA rail car procurement. Additionally, SCRRA staff, along with members of the SCRRA Technical Advisory Committee and consultants, worked with OCTA in development of the OCTA Service Expansion Plan. This same team is currently progressing toward the completion of the SCRRA Strategic Assessment, which will guide Metrolink's service planning into the next decade. The SCRRA Assessment will include OCTA's service assumptions as contained in the Service Expansion Plan. OCTA has committed to fully fund the proposed expanded service as outlined in the attached OCTA Board item, dated November 28, 2005. SCRRA as a joint powers authority of which OCTA is a member, is committed to working with OCTA to implement the expanded service.

SCRRA and its member agencies thank you for your assistance with implementing this plan.

Sincerely,

David Solow
Chief Executive Officer

enclosure

700 S. Flower Street 26th Floor Los Angeles CA 90017 Tel [213] 452.0200 Fax [213] 452.0425
www.metrolinktrains.com

OCTA

BOARD COMMITTEE TRANSMITTAL

November 28, 2005

To: Members of the Board of Directors

From: Wendy Knowles (WK), Clerk of the Board

Subject Comprehensive Funding Strategy and Policy Direction, and Adoption of the 2006 State Transportation Improvement Program

Regional Planning and Highways Committee — November 21, 2005

Present: Directors Norby, Cavecche, Rosen, Dixon, Brown, Green, Monahan, and Pringle
Absent: Director Ritschel

Committee Vote

This item was passed by all Committee Members present.

Committee Recommendations

A. Approve overall policy direction for programming of local, state, and federal funds.

B. Approve a comprehensive local, state, and federal funding plan for $1.455 billion from fiscal year 2005-06 through fiscal year 2010-2011

C. Adopt the 2006 State Transportation Improvement Program

D. Approve a Bristol Street Widening Project Funding Plan

1. Commit to seek full funding in the amount of $225 million for the Bristol Street Widening Project

2. Program $125 million in State Gas Tax Subvention funds in the period from fiscal year 2006-07 through fiscal year 2011-12 for the Bristol Street Widening Project.

Committee Recommendations (Continued)

3. Direct the Chief Executive Officer to seek an additional $100 million from other sources, including, but not limited to, federal appropriations, state grants or local funds to complete the Bristol Street Widening Project.

4. Direct the Chief Executive Officer to negotiate a cooperative agreement with the City of Santa Ana that defines the Orange County Transportation Authority's responsibilities for project funding of $225 million and that City's responsibilities for project implementation.

E. Approve the use of Measure M Transit funds for the Metrolink Service Expansion

F. Authorize staff to process all necessary amendments to the State Transportation Improvement Program and Regional Federal Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.

Attachment A has been revised (see Revised Attachment A)

Revised
ATTACHMENT A

Comprehensive Funding Plan
FY 2005-06 through FY 2010-11

Program Areas	Estimated Project Costs	Sources: STIP SHA	STIP PTA	STIP TE	RSTP	CMAQ	Measure M Transit	Measure M Freeway	Other	Total
Cost Updates to Existing STIP Projects	$ 91									$ 91
Project contingency for projects out to bid	25	25								25
I-5 @ Oso Parkway	3	3								3
I-5 @ Culver Drive	2	2								2
Imperial Highway Grade Separation	31	31								31
Soundwalls - I-5 in San Clemente (2 locations)	4	4								4
I-5 @ Jamboree	3	3								3
I-405 Magnolia to Beach	1	1								1
I-5 @ Pico	6	6								6
I-5 @ Camino Capistrano	7	7								7
Highways	$ 989									$ 989
91 E/B Auxiliary Lane (Added to RCTC $5 million for Design)[1]	3								3	3
I-5 Ortega Interchange Improvement (Environmental phase)	2	2								2
Bristol Street Widening[2]	125								125	125
Ortega Highway widening between I-5 and Antonio Parkway	5	5								5
Soundwalls	5	5								5
Planning, Programming, Monitoring (PPM) activities	10	10								10
High Occupancy Vehicle (HOV)	$ 484									$ 484
22/405 direct HOV connectors	150							150		150
405/605 direct HOV connectors[3]	150	65				75			10	150
HOV drop ramps (405,5,57)[4]	150					135			15	150
Countywide Rideshare	4					4				4
Local Streets & Roads	$ 219									$ 219
2005 CTFP Call for Projects	$ 115				115					115
Grade Separation Program	$ 69									$ 69
Countywide Grade Separation Program (Environmental & Preliminary Engineering)	$ 10				10					10
Countywide Grade Separation Program	$ 49				49					49
Transit	$ 294									$ 434
Turnback Facility at Fullerton Station	4						4			4
Additional Track, La Palma to Fullerton	29						29			29
Relief Sidings between Anaheim Station and La Palma	3						3			3
Pedestrian Grade Separation at Orange Station[5]	5		5							5
Relief Sidings between Tustin and Santa Ana Stations	2						2			2
Turnback Facility at Laguna Niguel/ Mission Viejo Station	10						10			10
Fullerton Transportation Center Parking Expansion[6]	11		11							11
Gateway to Regional Rail (Anaheim station relocation, high-speed rail work)	80						80			80
Orange Transportation Center Parking Expansion	38						38			38
Tustin Station Parking Expansion	7		7							7
Laguna Niguel / Mission Viejo Station Parking Expansion	63						63			63
Irvine Transportation Center Parking Expansion[7]	20		20							20
Rolling Stock	100						100			100
Orange County Metrolink Maintenance Facility (Environmental & Design)	31		4				27			31
Transit	$ 166									$ 166
Bus Rapid Transit - Rolling stock, infrastructure, feedes	125		125							125
City Studies	30						30			30
Transportation Enhancement Activities (TE)	$ 8									$ 8
2006 Call for Projects	6			6						6
Total Program Costs[8]	$ 1,486	$ 166	$ 773	$ 6	$ 174	$ 214	$ 417	$ 160	$ 163	$ 1,486

Notes

[1] $3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds

[2] $125 million from Gas Tax Subvention funds

[3] $10 million proposed to come from $3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds

[4] $15 estimated from Irvine Business Complex (IBC) developer fees

[5] Metrolink Expansion plan has been escalated from 2005 $ to Year of Expenditure (YOE) $ for programming purposes

[6] $3 million is already funded with STIP funds. Total project cost is estimated at $8 million

[7] $14.6 million is already funded with STIP and city funds. Total project cost is estimated at $25 million

[8] $6.125 million is already funded with federal and city funds. Total project cost is estimated at $26 million

[9] Numbers may not add due to rounding

OCTA

November 21, 2005

To: Regional Planning and Highways Committee

From: Arthur T. Leahy, Chief Executive Officer

Subject: Comprehensive Funding Strategy and Policy Direction, and Adoption of the 2006 State Transportation Improvement Program

Overview

Orange County receives state and federal funds for use on transportation capital projects. With the recent passage of Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, adoption of the 2006 State Transportation Improvement Program Fund Estimate, and action by the Board of Directors on the future of transit in Orange County, staff is recommending the adoption of a comprehensive state and federal funding plan along with adoption of the 2006 State Transportation Improvement Program.

Recommendations

A. Approve overall policy direction for programming of local, state, and federal funds.

B. Approve a comprehensive local, state, and federal funding plan for $1.455 billion from fiscal year 2005-06 through fiscal year 2010-2011.

C. Adopt the 2006 State Transportation Improvement Program.

D. Approve a Bristol Street Widening Project Funding Plan.

1. Commit to seek full funding in the amount of $225 million for the Bristol Street Widening Project.

2. Program $125 million in state Gas Tax Subvention funds in the period from fiscal year 2006-07 through fiscal year 2011-12 for the Bristol Street Widening Project.

3. Direct the Chief Executive Officer to seek an additional $100 million from other sources, including, but not limited to, federal appropriations, state grants or local funds to complete the Bristol Street Widening Project.

4. Direct the Chief Executive Officer to negotiate a cooperative agreement with the City of Santa Ana that defines the Orange County Transportation Authority's responsibilities for project funding of $225 million and that City's responsibilities for project implementation.

E. Approve the use of Measure M Transit funds for the Metrolink Service Expansion.

F. Authorize staff to process all necessary amendments to the State Transportation Improvement Program and Regional Federal Transportation Improvement Program as well as execute any necessary agreements to facilitate the above actions.

Background

There are five major funding sources for which staff is seeking programming policy direction. The table below summarizes the current Orange County Transportation Authority (OCTA) policy and the staff proposal for fiscal year (FY) 2005-06 though FY 2010-11 local, state, and federal funding programs. Attachment A identifies proposed funding sources for individual projects.

Funding Source	Current Policy	Proposed Policy FY 2005-06 through FY 2010-11
State Transportation Improvement Program	State Highway Projects, Grade Separations, soundwalls	Cost increases on current projects, chokepoints, Metrolink expansion, bus rapid transit, soundwalls
Congestion Mitigation and Air Quality Program	CenterLine light rail	High Occupancy Vehicle (HOV) connectors and drop ramps
Regional Surface Transportation Program	Competitive call to cities and county for local streets and roads	Competitive call to cities and county for local streets and roads and Countywide railroad grade separation projects
Transportation Enhancement Program	Competitive call to cities and County for bicycle and pedestrian projects	Competitive call to cities and county for bicycle and pedestrian projects
Measure M Transit	CenterLine light rail	Metrolink Service Expansion
Measure M Freeway	State Route 22 HOV and Widening, Interstate 5 Far North	State Route 22 - Interstate 405 HOV connectors
Orange County Gas Tax Exchange	Exchange with cities, use for bus operations	Fund up to $125 million for Bristol Street widening

State Transportation Improvement Program (STIP)

The STIP is the major source of funding for transportation improvements in the State of California. Revenues from federal and state sources are consolidated into the STIP. The STIP is divided into two major funding categories, the Regional Improvement Program (RIP) and the Interregional Improvement Program (IIP). Seventy-five percent of the revenues are programmed to the RIP, which is then sub-allocated to counties by formula. In Orange County, OCTA dedicates these funds for use on projects of countywide significance. The remaining 25 percent is programmed to the IIP, which is then allocated to the California Department of Transportation (Caltrans) for projects of interregional significance.

Every two years, state and federal revenues are forecasted for the subsequent five-year period. OCTA is responsible for the development and programming of the RIP portion of the STIP revenues (RTIP), which is then submitted to the California Transportation Commission (CTC) for their approval and adoption. Consistent with Board of Directors (Board) policies, OCTA has programmed the RTIP capital projects by applying greater revenue allocations towards

freeway interchange and ramp improvements with a fair number of local transit-related projects including grade separations and rail stations.

As part of the 2002 STIP, approved by the Board February 25, 2002, OCTA held a balance in reserve of $164 million for future programming on The CenterLine Project (CenterLine). However, the CTC did not approve a portion of Orange County's 2002 STIP, leaving an un-programmed balance of approximately $199 million.

Congestion Mitigation and Air Quality (CMAQ) Program

The CMAQ program was established in 1991 as part of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA). It was reauthorized under both the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Funds from CMAQ are directed to transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas.

The estimated annual program level for the state is $360 million, which represents approximately 25 percent of the total federal program. Orange County's annual apportionment is approximately $36 million. Consistent with federal guidelines, OCTA has programmed these funds towards large-scale capital projects that bring about emissions reduction benefits in the County. These projects have included construction of high-occupancy-vehicles (HOV) lanes, the Santa Ana Bus Base, procurement of alternate fuel buses, and a county-wide rideshare program.

Recent past Board policy has been to program CMAQ funds to CenterLine.

Regional Surface Transportation Program (RSTP)

The RSTP was also established by Congress in 1991 by ISTEA and reauthorized under TEA-21 and SAFETEA-LU. Funds from this program are intended to be directed to projects and programs for a broad variety of transit and highway work.

Board policy has been to program all RSTP funds as part of the Combined Transportation Funding Program (CTFP). These funds are made available to all cities and the County for local streets and roads rehabilitation and capacity

projects. In June 2005, OCTA allocated $115 million in RSTP funds for local, streets and roads projects.

Transportation Enhancement (TE) Program

The TE program provides federal funding to transportation-related projects that enhance the quality of life in or around transportation facilities in Orange County. Projects in the TE program include aesthetic enhancements, such as landscaping and monuments signs, as well as bicycle and pedestrian facilities. The TE program is administered by the state and is programmed at the regional level by OCTA.

OCTA awards TE grants to local agencies through a competitive call for projects. Since 1998 the Board has awarded over $33 million in funds to 58 regional projects. The annual funding for the TE program is estimated to be approximately $3.5 million per year.

Measure M Transit Funds

Previously, remaining Measure M transit funds were planned for use on CenterLine.

Discussion

State Transportation Improvement Program

In accordance with federal and state regulations, every two years, in every even-numbered year, new revenues are estimated and programmed for the next five-year period.

Due to the on-going state budget crisis, the revenue mix that comprises the STIP has changed significantly. Currently, the STIP is funded through a combination of both federal and state revenues. Historically, the primary funding source had been the State Highway Account (SHA). Funds from the SHA are eligible for a wide range of projects on and off the state highway system. However, due to changes in transportation funding brought about by the passage of the Traffic Congestion Relief Act and the state budget shortfalls, these revenues have become difficult to predict and largely unavailable. In addition, a significant portion of the funds that are available are now being directed to the operation and maintenance of the state highway system.

Based on the 2006 STIP Fund Estimate, adopted by the CTC on September 29, 2005, it is likely that the largest revenue source for the 2006 STIP will be from the Public Transportation Account (PTA). The PTA is a trust fund for transportation planning and mass transportation purposes. The PTA is funded with revenues from state sales tax on gasoline and diesel fuel.

This change in the STIP funding sources will significantly affect the types of projects that OCTA programs in the STIP. The program focus will have to shift from freeway and road related improvements to mass transit and transportation planning related projects. Additionally, the $199 million STIP reserve (that was designated for use on CenterLine) has been reduced to $114 million (Attachment B).

In summary, the 2006 STIP fund estimate includes the following funding for Orange County:

- $114 million - un-programmed reserve balance
- $ 74 million - of previously unaccesible STIP share balance
- $ 23 million - Advanced funding of projects (Imperial Highway and Planning, Programming, and Monitoring)
- $ 26 million - of STIP previously programmed to CenterLine
- $ 96 million - of new capacity (available in fiscal years 2007-08 forward)
- $ 6 million - of new Transportation Enhancement Activities capacity

These sources combined provide Orange County with approximately $339 million in programming capacity for the 2006 STIP.

County STIP proposals are due to the CTC January 30, 2006. The STIP development schedule is as follows:

- Fund Estimate adopted by CTC — September 29, 2005
- Orange County STIP proposal due — January 30, 2006
- Final STIP adoption — April 27, 2006

In development of the 2006 STIP, staff and Caltrans have reviewed the schedule and budget for all current STIP projects. Given the recent trends in material costs, and the fact that that most cost estimates were developed prior to the 2002 STIP, there have been significant cost increases associated with existing STIP projects. Staff proposes that all existing STIP projects be fully funded prior to the addition of any new projects. The overall cost increases are $54.4 million and individual project cost changes are identified in

Attachment C. Additionally, staff proposes setting aside $25 million in STIP funds for current STIP projects that are currently out to bid and have bid openings scheduled in December 2005.

Staff's proposal for OCTA's portion of the 2006 STIP is included as Attachment D.

Congestion Mitigation and Air Quality Program

Approximately $216 million in CMAQ funds is expected to be available between from FY 2005-06 through FY 2010-11. Staff is recommending that $210 million in CMAQ funds be programmed towards the completion of the HOV lane projects included in the Five-Year Program, adopted by the Board on October 14, 2005.

Staff recommends that the remaining $4 million in CMAQ funds be programmed to continue the countywide rideshare program.

Regional Surface Transportation Program

Approximately $29 million annually is made available to Orange County from the RSTP. Through FY 2010-2011 approximately $174 million is expected to be made available to Orange County. Previous Board policy has been to program all RSTP funds as part of the CTFP. These funds are made available to all cities and the county for local streets and roads rehabilitation and capital improvement projects, including railroad grade crossing improvements and separations along the OCTA-owned portion of the Los Angeles to San Diego (LOSSAN) rail corridor and the Burlington Northern Santa Fe (BNSF) Railway Corridor in north Orange County.

As part of the 2005 CTFP call for projects, $115 million was programmed to local streets and roads projects, and $10 million was set aside for a future grade separation program.

With the passage of SAFETEA-LU, the RSTP funds made available to OCTA were approximately $4 million higher per year than previously anticipated, for a total of $20 million of additional funding. Based upon the three previously approved federal transportation acts, it is reasonable to assume that this program will continue into the foreseeable future. Staff proposes to add one more full year of RSTP funds, estimated at $29 million, to the $20 million for a total of $ 49 million of available funding.

OCTA is facing two issues with this program. The first issue is how the recent material cost increases for asphalt, concrete, and steel will affect the number of projects that can be delivered with the existing funds. Staff proposes to work with the Technical Advisory Committee to prioritize funded rehabilitation projects within the limits of the current program commitments. The second issue is the significant interest in improving railroad grade separations in Orange County. OCTA staff recommends that the balance of $49 million be programmed to railroad grade separation projects on the LOSSAN and BNSF corridors in Orange County through a future call for projects.

Transportation Enhancement Program

Staff proposes to continue the current policy of awarding TE grants to local agencies through a competitive call for projects for bicycle and pedestrian projects.

Bristol Street Widening

The recently adopted Five-Year Program also addresses the need to increase capacity on major arterial streets with countywide significance. One such project is the widening of Bristol Street. The project sponsor, the City of Santa Ana, has estimated the project cost at $225 million. Staff proposes funding $125 million of the project with Gas Tax Subvention funds that are made available to OCTA by the County of Orange as a result of the Orange County bankruptcy recovery plan. (These funds partially offset the transfer of Transportation Development Act funds from OCTA to the County of Orange as part of the Orange County bankruptcy recovery plan).

Currently, Gas Tax Subvention funds are exchanged with cities in Orange County for city general funds that can be used for bus operations. Staff proposes to end the exchange with the cities and program $125 million in state Gas Tax Subvention funds in the period from FY 2006-07 through FY 2011-12 for Bristol Street widening. Staff will continue to seek the remaining $100 million from other sources, including, but not limited to, federal appropriations, state grants or local funds to complete Bristol Street widening.

The programming for Bristol Street widening requires a companion action to maintain funding for bus operations: programming of $125 million in STIP funds to fund the capital improvements required for the implementation of bus rapid transit in Orange County. This action will take advantage of the shift towards transit funding in the STIP program discussed earlier in this report.

Measure M Transit Funds

After the recent cancellation of CenterLine, the Measure M transit funds planned for use on that project are now available for use on another project that meets the requirements of Measure M. The Five-Year Program includes: expand Metrolink commuter rail service, extend the reach of Metrolink through the planning of city-initiated transit projects, and the Irvine Business Center circulator. OCTA staff is recommending that this expansion be primarily funded with Measure M Transit funds. Attachment E shows the project description for use of these funds from the Measure M expenditure plan approved by the voters. The description states, "the primary improvements will be along the LOSSAN rail corridor and designed to provide frequent train service between south and north Orange County . . ." The Metrolink expansion clearly meets this standard so no Measure M plan changes or amendments are necessary to reallocate these funds.

Metrolink Service Expansion

On November 14, the Board approved the Metrolink Service Expansion plan. At that time, staff committed to return with the funding plan for service expansion as part of this comprehensive funding plan. The total capital investment required for Metrolink service expansion is $403 million (or $383 million in 2005 dollars). Staff recommends using $43 million in STIP funds and $360 million in Measure M transit funds for Metrolink service expansion. Additionally, $31 million is proposed ($27 million of Measure M transit funds and $4 million of STIP funds) for the environmental and design phases of an Orange County Metrolink maintenance facility.

Measure M Freeway Funds

The Measure M Freeway fund has a projected positive variance of $150 million. These funds are not currently programmed to a project. Staff proposes to amend the Measure M expenditure plan and to program these funds to the Garden Grove Freeway (State Route 22), San Diego Freeway (Interstate 405) HOV connector project.

Federal Discretionary Funding

In addition to the total $1.455 billion in the recommended comprehensive funding plan, federal discretionary funding is available to Orange County under provisions of SAFETEA-LU. Staff will continue to work with the County's

Congressional delegation on opportunities to appropriate federal funding to supplement and expand on the recommended plan. For example, staff has been discussing with the Federal Transit Administration OCTA's new transit vision and the Board-adopted Five-Year Program. Projects that may be well-suited to federal discretionary transit funding include:

- Additional Orange County-focused Metrolink improvements (e.g., capacity expansion north and east of Fullerton, a local maintenance facility, new trains)
- Design and construction of city-initiated rapid transit
- Construction of intermodal facilities such as the Anaheim Regional Transportation Intermodal Center
- Construction of additional drop ramps between transitway-HOV lanes and major activity centers.

Summary

Staff is presenting a comprehensive $1.264 billion local, state, and federal funding program for the period FY 2005-06 through FY 2010-11. This comprehensive program identifies future uses of STIP, CMAQ, and Measure M transit and freeway funds, and confirms the existing use of federal RSTP funds. In addition, staff is presenting the 2006 STIP for Board approval.

Attachments

A. Comprehensive Funding Plan FY 2005-06 through FY 2010-11
B. Calculation of 2006 STIP Fund Estimate for Orange County
C. 2004 STIP - Project Cost Updates
D. Proposed 2006 STIP Submittal Orange County Transportation Authority
E. Orange County Transit Project Descriptions

Prepared by:

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Approved by:

Paul C. Taylor, P.E.
Executive Director, Planning,
Development and Commuter Services
(714) 560-5431

ATTACHMENT A

Comprehensive Funding Plan
FY 2005-06 through FY 2010-11

Program Areas	Estimated Project Costs	Sources: Status	STIP RIP	STIP PTA	STIP TE	RSTP	CMAQ	Measure M Transit	Measure M Freeway	Other	Total
Cost Updates to Existing STIP Projects	$ 91										$ 91
Project contingency for projects out to bid	25		25								25
I-5 @ Oso Parkway	3		3								3
I-5 @ Culver Drive	2		2								2
Imperial Highway Grade Separation	31		31								31
Soundwalls - I-5 in San Clemente (2 locations)	4		4								4
I-5 @ Jamboree	3		3								3
I-405 Magnolia to Beach	1		1								1
I-5 @ Pico	5		5								5
I-5 @ Camino Capistrano	7		7								7
Highways	$ 169										$ 169
91 E/B Auxiliary Lane (Added to RCTC $5 million for Design)[1]	3									3	3
I-5 Ortega Interchange Improvement (Environmental phase)	2		2								2
Bristol Street Widening[2]	125									125	125
Ortega Highway widening between I-5 and Antonio Parkway	5		5								5
Soundwalls	5		5								5
Planning, Programming, Monitoring (PPM) activities	10		10								10
High Occupancy Vehicle (HOV)	$ 484										$ 484
22/405 direct HOV connectors	150								150		150
405/605 direct HOV connectors[3]	150		65					75		10	150
HOV drop ramps[4]	150							135		15	150
Countywide Rideshare	4							4			4
Local Streets & Roads	$ 116										$ 116
2005 CTFP Call for Projects	$ 115					116					115
Grade Separation Program	$ 89										$ 89
Countywide Grade Separation Program (Environmental & Preliminary Engineering)	$ 10					10					10
Countywide Grade Separation Program	$ 49					49					49
Metrolink[5]	$ 434										$ 434
Turnback Facility at Fullerton Station	4							4			4
Additional Track, La Palma to Fullerton	29							29			29
Relief Sidings between Anaheim Station and La Palma	3							3			3
Pedestrian Grade Separation at Orange Station6	5			5							5
Relief Sidings between Tustin and Santa Ana Stations	2							2			2
Turnback Facility at Laguna Niguel/ Mission Viejo Station	10							10			10
Fullerton Transportation Center Parking Expansion[7]	11			11							11
Gateway to Regional Rail	60							60			60
Orange Transportation Center Parking Expansion	28							28			28
Tustin Station Parking Expansion	7			7							7
Laguna Niguel / Mission Viejo Station Parking Expansion	63							63			63
Irvine Transportation Center Parking Expansion[8]	20			20							20
Rolling Stock	160							160			160
Orange County Metrolink Maintenance Facility (Environmental & Design)	31			4				27			31
Transit	$ 168										$ 168
Bus Rapid Transit - Rolling stock, infrastructure, feeders	125			125							125
City Studies	30							30			30
Transportation Enhancement Activities (TE)	$ 6										$ 6
2006 Call for Projects	6				6						6
Total Program Costs[9]	$ 1,466		$ 168	$ 173	$ 6	$ 174	$ 214	$ 417	$ 160	$ 183	$ 1,466

Notes
[1] $3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds
[2] $125 million from Gas Tax Subvention funds
[3] $10 million proposed to come from $3 million proposed to come from Interregional Transportation Improvement Program (ITIP) funds
[4] $15 estimated from Irvine Business Complex (IBC) developer fees
[5] Metrolink Expansion plan has been escalated from 2005 $ to Year of Expenditure (YOE) $ for programming purposes
[6] $3 million is already funded with STIP funds. Total project cost is estimated at $8 million
[7] $14.6 million is already funded with STIP and city funds. Total project cost is estimated at $25 million
[8] $8.125 million is already funded with federal and city funds. Total project cost is estimated at $28 million
[9] Numbers may not add due to rounding

Calculation of 2006 STIP Fund Estimate for Orange County

The $199 million STIP reserve (that was designated for use on CenterLine) has been reduced to $114 million. The reduction is due largely to the actual revenues being significantly less than the anticipated revenues in the previous fund estimate. Caltrans develops, and the CTC adopts, the fund estimate consistent with existing state law and reasonably anticipated revenues from each source. Then the estimate is adjusted over time to reflect actual revenues, and each county's share is adjusted in the following fund estimate to reflect actual revenues received.

The STIP is also subject to county share periods. The share periods represent a four-year cycle in which the CTC calculates the funding available to each county through the STIP. Due to loans, shifts, and transfers to balance the state budget, the 2004 STIP included no new funding capacity. However, under state law, the county share was still required to be calculated as if the funding was available. Orange County's calculated share was approximately $74 million.

Additionally, OCTA has available $23 million accessible through provisions made available under Assembly Bill (AB) 3090. Due to the state budget crisis and the unavailability of STIP funds, the Board authorized staff to utilize the provisions made available under AB 3090 for two projects programmed in the 2004 STIP. Through this process, a local agency may fund an existing STIP project with other funds and be reimbursed or receive a replacement project at a later date. This enables projects to continue moving forward in the absence of state funding. The two projects that utilized this provision were the Imperial Highway Grade Separation, ($19 million) and the Planning, Programming, and Monitoring (PPM) program ($3 million).

In summary, the 2006 STIP fund estimate includes the following funding for Orange County:

- $114 million un-programmed reserve balance
- $ 74 million of previously unaccesible STIP share balance
- $ 23 million AB 3090 projects (Imperial Highway and PPM)
- $ 26 million of STIP previously programmed to CenterLine
- $ 96 million of new capacity (available in fiscal years 2007-08 forward)
- $ 6 million of new Transportation Enhancement Activities capacity

These sources combined provide Orange County with approximately $339 million in programming capacity for the 2006 STIP.

2004 STIP - Project Cost Updates

Agency	Rte	Project	2004 STIP	Proposed 2006 STIP	Variance	Total	Prior	Current Year FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11
EXISTING PROGRAMMED PROJECTS													
Caltrans	5	Avenida Pico SB off-ramp, aux lane	2,667	7,275		7,275	1,918		5,357				
Caltrans	5	Camino Capistrano Interchange Improvements	9,176	16,072		16,072	183		1,624		14,265		
Caltrans	5	Culver Drive southbound off-ramp widening	1,902	2,284		2,284	74	307	1,903				
Caltrans	5	Oso Parkway SB off-ramp, storage lane	17,444	20,492		20,492	306	2,490	17,696				
Caltrans	5	HOV, Rt 91-LA Co Line	24,042	24,042		24,042	0	24,042	0	0	0	0	0
Caltrans	5	Jamboree SB off ramp and auxiliary lane	4,787	7,469		7,469			966	6,503			
Caltrans	90	Imperial Hwy grade sep. rear Orangethorpe *	58,493	89,863		89,863	2,000	6,280	81,583				
Caltrans	405	Magnolia Av-Beach Bl, aux lane	15,812	17,161		17,161	1,344	1,338	1,669	12,810			
OCTA	loc	Rt 5 San Clemente El Camino Real soundwall	575	3,378		3,378			304	3,074			
OCTA	loc	Rt 5 San Clemente Avenida Vaquero soundwall	1,286	2,234		2,234			276	1,958			
		TOTAL	136,184	190,271		190,271	5,825	34,457	111,378	24,345	14,265	0	0

* Imperial Highway Existing project cost includes programmed STIP as well as the RSTP funding that was used for the AB 3090

ATTACHMENT C

Proposed 2006 STIP Submittal
Orange County Transportation Authority

Agency	Rte	Project	Total	Prior	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
EXISTING PROGRAMMED PROJECTS															
Caltrans	5	Avenida Pico SB off-ramp, aux lane	7,275	1,918	5,357	0	0	0	0	7	4,507	441	1,470	0	851
Caltrans	5	Camino Capistrano interchange improvements	16,072	183	1,624	0	14,265	0	0	169	12,675	183	1,405	50	1,590
Caltrans	5	Culver Drive southbound off-ramp widening (04S-26)	2,284	381	1,903	0	0	0	0	0	1,581	74	292	15	322
Caltrans	5	Oso Parkway SB off-ramp, storage lane	20,492	2,796	17,696	0	0	0	0	403	14,700	306	1,814	273	2,996
Caltrans	5	HOV, Rt 91-LA Co Line (02S-72)(96 grf)	24,042	24,042	0	0	0	0	0	0	24,042	0	0	0	0
Caltrans	5	Jamboree SB off ramp and auxiliary lane	7,469	0	966	6,503	0	0	0	16	5,625	276	642	32	878
Caltrans	90	Imperial Hwy grade sep. rear Orangethorpe (04S-10) *	89,863	8,280	81,583	0	0	0	0	32,234	39,120	2,000	6,280	4,387	5,842
Caltrans	405	Magnolia Av-Beach Bl, aux lane	17,161	2,682	1,669	12,810	0	0	0	1,307	10,657	1,344	1,338	362	2,154
OCTA	loc	Rt 5 San Clemente El Camino Real soundwall (S/O)	3,378	0	304	3,074	0	0	0	0	2,675	0	279	25	400
OCTA	loc	Rt 5 San Clemente Avenida Vaquero soundwall (S/O)	2,234	0	276	1,958	0	0	0	0	1,551	0	276	0	406
OCTA	5	I-5 Ortega Interchange Improvement (EIR phase)	2,000	0	2,000	0	0	0	0	0	0	2,000	0	0	0
Caltrans	5	Ortega Hwy widening between I-5 / Antonio Pkwy	5,000	0	0	5,000	0	0	0	0	5,000	0	0	0	0
OCTA	loc	Soundwall Program	5,000	0	0	0	2,500	2,500	0	0	3,500	0	0	0	1,500
OCTA		Planning, Programming and Monitoring	15,564	3,064	2,500	2,500	2,500	2,500	2,500	0	15,564	0	0	0	0
Caltrans	V605	405/605 HOV Connectors	65,000	0	0	65,000	0	0	0	0	65,000	0	0	0	0
SCRRA		Orange Metrolink Station pedestrian overcrossing	8,000	0	8,000	0	0	0	0	0	8,000	0	0	0	0
Fullerton	loc	Fullerton transportation center parking (RTIP)	23,700	0	0	23,700	0	0	0	6,224	16,476	0	1,000	0	0
Tustin	loc	Tustin Rail Station parking expansion	7,000	0	0	0	500	6,500	0	0	6,500	0	0	0	500
OCTA	loc	Irvine Transportation Center Parking Expansion	20,000	0	20,000	0	0	0	0	0	20,000	0	0	0	0
Santa An	loc	Bus Rapid Transit - Rolling stock, infrastructure, feeders	125,010	0	0	0	41,670	41,670	41,670	0	125,010	0	0	0	0
OCTA	bus	West Orange County Bus Rapid Transit Guideway**	3,573	0	3,573	0	0	0	0	0	0	3,573	0	0	0
OCTA	cash	AB 3090 reimbursement (03-04 PPM)(02S-124)	3,500	0	0	3,500	0	0	0	0	3,500	0	0	0	0
OCTA	repl	AB 3090 replacement (Imperial grade sep)(04S-10)***	0	0	0	0	0	0	0	0	0	0	0	0	0
		TOTAL	473,618	43,346	147,451	124,045	61,435	63,170	44,170	40,360	385,682	10,197	14,796	5,144	17,439

* Imperial Highway Existing project cost includes programmed STIP as well as the RSTP funding that was used for the AB 3090

** This project was part of the 2004 STIP programmed in FY 2005-06; OCTA requested an extension to 2006-07

*** OCTA has programmed against this project.

EA 1000

ATTACHMENT D

Orange County Transit Project Descriptions

High-Technology Advanced Rail Transit

Description:
This project would further develop the existing rail right-of-way and initiate a high capacity urban rail system in Orange County. This 20-Year Plan element will also provide matching funds to encourage local development of extensions to major activity centers.

The primary improvements will be along the LOSSAN rail corridor and designed to provide frequent train service between south and north Orange County with nine stops at San Juan Capistrano, San Clemente, Mission Viejo, Irvine, North Irvine, Santa Ana, Anaheim, Fullerton, and Buena Park.

The extension will provide access between the primary rail system and employment centers. Two of the potential candidate projects are the Anaheim People Mover Project and the Irvine Spectrum to John Wayne Airport Fixed Guideway transit line that could ultimately extend further west to the South Coast Metro area and beyond.

Location:
This project would use the Santa Fe/Amtrak line from San Clemente to Buena Park.

Technology and Ridership Estimates:
Selection of technology, ridership estimates and system costs need further analysis and studies.

Costs:
The total capital cost of the urban rail improvements could exceed $800 million. Rail extension costs will be determined pending selection of technology. It is recommended that $340 million be allocated toward this system. System connectivity, ridership/performance and availability of matching funds will be used as criteria to determine the relative priority of investment in the system.

Implementation:
Planning work on this project will begin immediately. The goal is to implement the project(s) during the second 10 years of the plan.

Reference:
Transit Strategy Report, April 1989, Orange County Transportation Commission, prepared by Parsons Brinckerhoff Quade & Douglas, Inc.

REPORT

DATE: February 2, 2006

TO: Energy and Environment Committee (EEC)

FROM: Jessica Kirchner, Associate Regional Planner, (213)236-1983, kirchner@scag.ca.gov

SUBJECT: Riverside County TCM Replacement

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve the Riverside County TCM Substitution in the 2004 Regional Transportation Improvement Program (RTIP) subject to a 30-day public review and comment period.

SUMMARY:
The Riverside County Transportation Commission (RCTC) is submitting a request on behalf of the City of Corona for the replacement of a Transportation Control Measure (TCM). The procurement of three expansion buses (RTIP ID: RIV010511) for Corona's fixed-route bus way is delayed due to lack of demand on the current route. Based on City of Corona projections, it is anticipated that demand will not be sufficient to warrant the proposed expansion for another three to five years. Therefore, RCTC is proposing a 60 space park-and-ride lot in the City of Corona as a replacement for this TCM. The proposed park and ride will be operational in early 2006. Based on demand information provided by RCTC and SCAG's emissions analysis, SCAG has determined that the proposed park-and-ride lot will provide adequate emissions benefits to replace the existing TCM. In addition, the proposed replacement meets the requirements for a TCM replacement.

This item is scheduled to go to the Regional Council for adoption on March 2, 2006. The public review period ends on March 1, 2006; comments received will be incorporated in the final staff report at that time.

BACKGROUND:
The 2004 RTIP included project ID RIV010511 which consisted of three expansion buses for the City of Corona fixed-route bus way (Green Line). This project is a TCM and has a completion date in the 2004 RTIP of December 31, 2006. Due to insufficient ridership on the Green Line, the City of Corona does not see the need to expand service for another three to five years. Therefore, it is necessary to replace the TCM.

The proposed TCM replacement includes leasing a 60 space park-and-ride lot in the City of Corona. The park-and-ride would primarily serve local residents car or bus-pooling in or out of Riverside County. The emissions analysis below demonstrates the benefits of the proposed TCM replacement as compared to the existing three bus procurement.

ANALYSIS
Three Expansion Vehicles
The average Green Line trip length would be 3.03 miles with approximately 12,634 trips.

Carpool/Vanpool Park and Ride (60 spaces)

The average trip length would be approximately 24.5 miles (assuming Corona to Orange County) with approximately 22,656 trips.

VMT/Emissions Reductions (pounds per year)

	VMT	ROG	CO	NOx	PM10
Green Line (3 bus procurement)	38,281	41.2	395.5	84.8	4.1
Park and Ride	555,072	597.6	5735.1	1229.7	59.0

Based on SCAG's analysis, the proposed park-and-ride would provide significantly greater emissions reductions.

TCM REPLACEMENT SUMMARY

Interagency Consultation. Interagency consultation occurred at SCAG's publicly noticed Transportation Conformity Working Group meeting on December 20, 2005.

Equivalent Emissions Reduction. As demonstrated, the proposed TCM replacement provides for significantly more emissions reductions than the original TCM.

Similar Geographic Area. Both projects are located within the City of Corona and would primarily serve Corona residents.

Full Funding. The proposed project will be funded with local Measure A funds to support, implement and maintain the park-and-ride.

Similar Time Frame. The proposed project will be operational by December 2006, the proposed completion date of the original TCM.

Timely Implementation. The replacement project will be monitored through TCM Timely Implementation Reports that SCAG submits to the federal agencies (FHWA).

Legal Authority. RCTC has full legal authority to implement and operate the replacement project.

SCAG Review and Adoption. After Committee approval, the replacement TCM will be presented to SCAG's Regional Council for adoption.

Implementation Commitment. After approval by the Regional Council, the replacement project will be added to the RTIP through an administrative amendment.

Attachment: Riverside County request for replacement and supporting documentation.

FISCAL IMPACT:

Funds for air quality and conformity analysis are included in the FY 05/06 Overall Work Program.

RCTC Corona Park-and-Ride TCM Substitution Request for Corona's 3 Expansion Buses

Riverside County Transportation Commission

Corona Criuser Summary Passenger Trips

Fiscal Year	Passenger Trips	Annual Change %	Fixed Route Lines	Notes
FY 2001*	13,560	N/A	Green & Blue Lines	While Corona's passenger trips have continued to increase, the annual net growth rate from year to year has not sustained the previous year growth changes indicating ridership is clsing in on demand saturation. In FY 2003, Corona discontinued the Green line due to poor performance and replaced it with the better performing Red line.
FY 2002	43,356	219.73%	Green & Blue Lines	
FY 2003	102,687	136.85%	Red and Blue Lines	
FY 2004	142,062	38.34%	Red and Blue Lines	
FY 2005	162,423	14.33%	Red and Blue Lines	
FY 2006*	150,628	-7.26%	Red and Blue Lines	

* FY 01 initiated service and was provided for only 5 months. Extrapolating service over full 12 months would equal about 32,544 trips. The net change between FY 01 and 02 would then only be 33.22% growth.
* FY 06 trips are a 12 month projection based on 5 months of actual trip data.

Corona Criuser Passenger Trips by Corresponding Line

Fiscal Year	Corona Criuser Passenger Trips by Line			Total	Notes
	Blue Line	Green Line	Red Line		
FY 2001*	10,305	3,255	N/A	13,560	In FY 2003, Corona discontinued the Green line due to poor performance and replaced it with the Red line. The FY 2002 passenger trips supported the Green line being discontinued because it would have performed at less than 25% of the performance needed to meet the fare box ratio.
FY 2002	30,722	12,634	N/A	43,356	
FY 2003	37,445	N/A	65,242	102,687	
FY 2004	48,412	N/A	93,650	142,062	
FY 2005	66,603	N/A	95,820	162,423	

* FY 2001 initated service and provided service for 5 months for this year

Summary of Line Changes:
1. Corona's original plan was to initiate 3 lines of service (Blue, Green and Red lines)
2. Corona initiated Phase 1 of service in FY 2001 by implementing the Blue and Green lines.
3. Three expansion buses were estimated to be needed for the third line.
4. Over a 17 month period the Green line performed poorly resulting in it being discontinued in FY 2003.
5. Corona implemented the Red line in FY 2003.
6. Working with RTA, RTA modified their routes to add service which over time also negated a further need for Corona to implement a third line and purchase the three expansion buses.
7. In 2003 Corona had three lines of fixed route transit service. As of 2005, there are now 6: 2 by Corona and 4 by RTA.

TCM Subsitution Benefits Analysis:

Green line passenger trips saved from SOV use = **12,634** (based on the 2001 actual trip data)

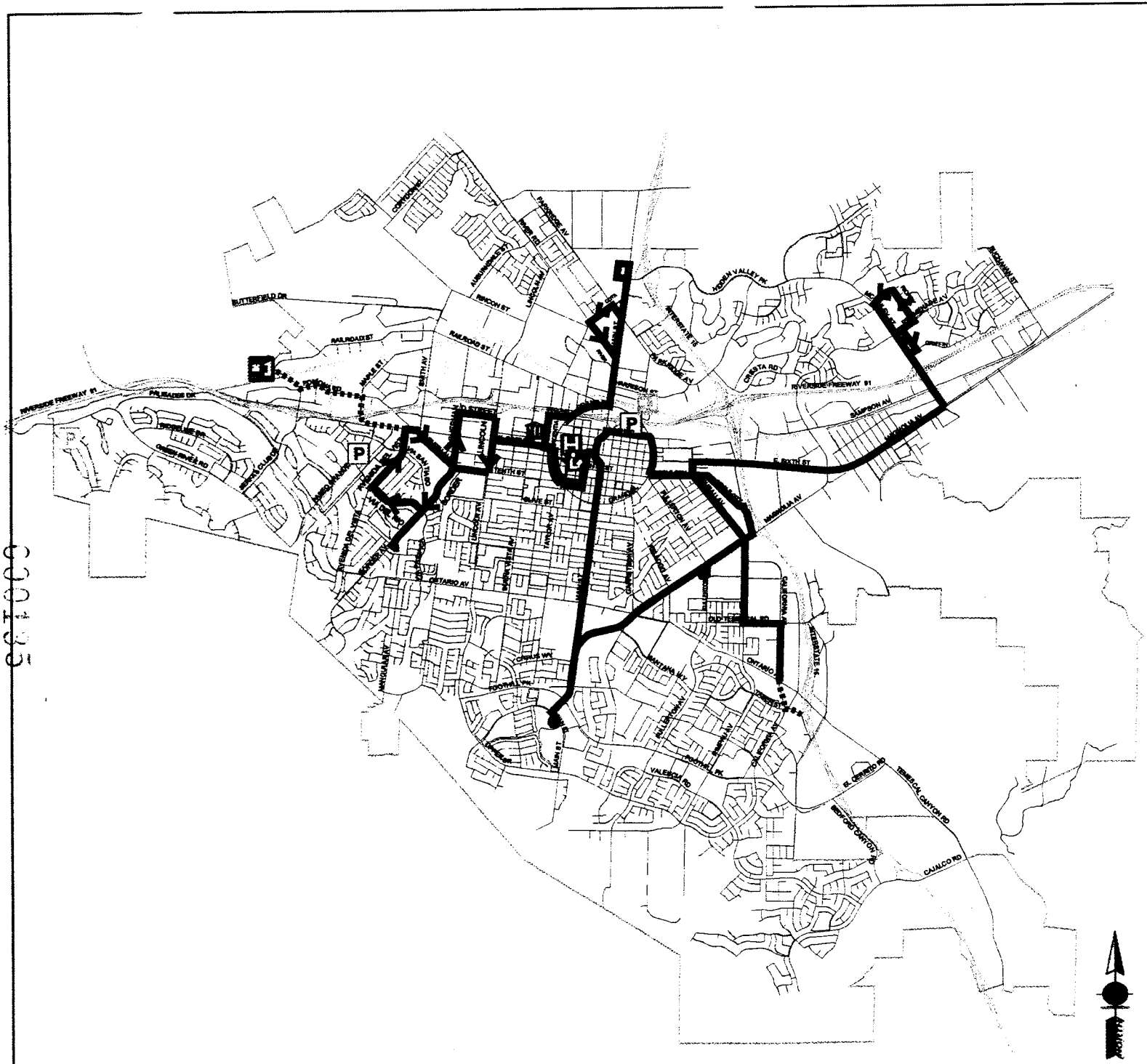
Passenger trips anticpated to be saved by the Corona Park-and-Ride lot (at 1114 W. Ontario Ave) are as follows:
Number of spaces = 60. Projected use =80% (or 48 spaces). Number of days spaces will be used 5 days/week (business work days). Each space occupied = 2 passenger trips saved
5 work days/week x 52 weeks = 260 days. Subtract 24 days for holidays and vacations = 236 days.

48 spaces x 236 days x 2 passenger trips = 22,656 passenger trips saved from the park-and-ride lot as compared to 12,634 from 3 buses for the Green line.

Corona Cruiser Red and Blude Line Fixed Route Vehicle Inventory

Year	Manufacturer	Model	Seats	Vehicle
1998	Goshen	Sentry	18	1
1998	Goshen	Sentry	18	1
1999	Goshen	Sentry	18	1
1999	Goshen	Sentry	18	1
1999	Goshen	Sentry	18	1
		Total Number of Vehicles:		5

City of Corona
Proposed Cruiser Routes
Effective July 1, 2002



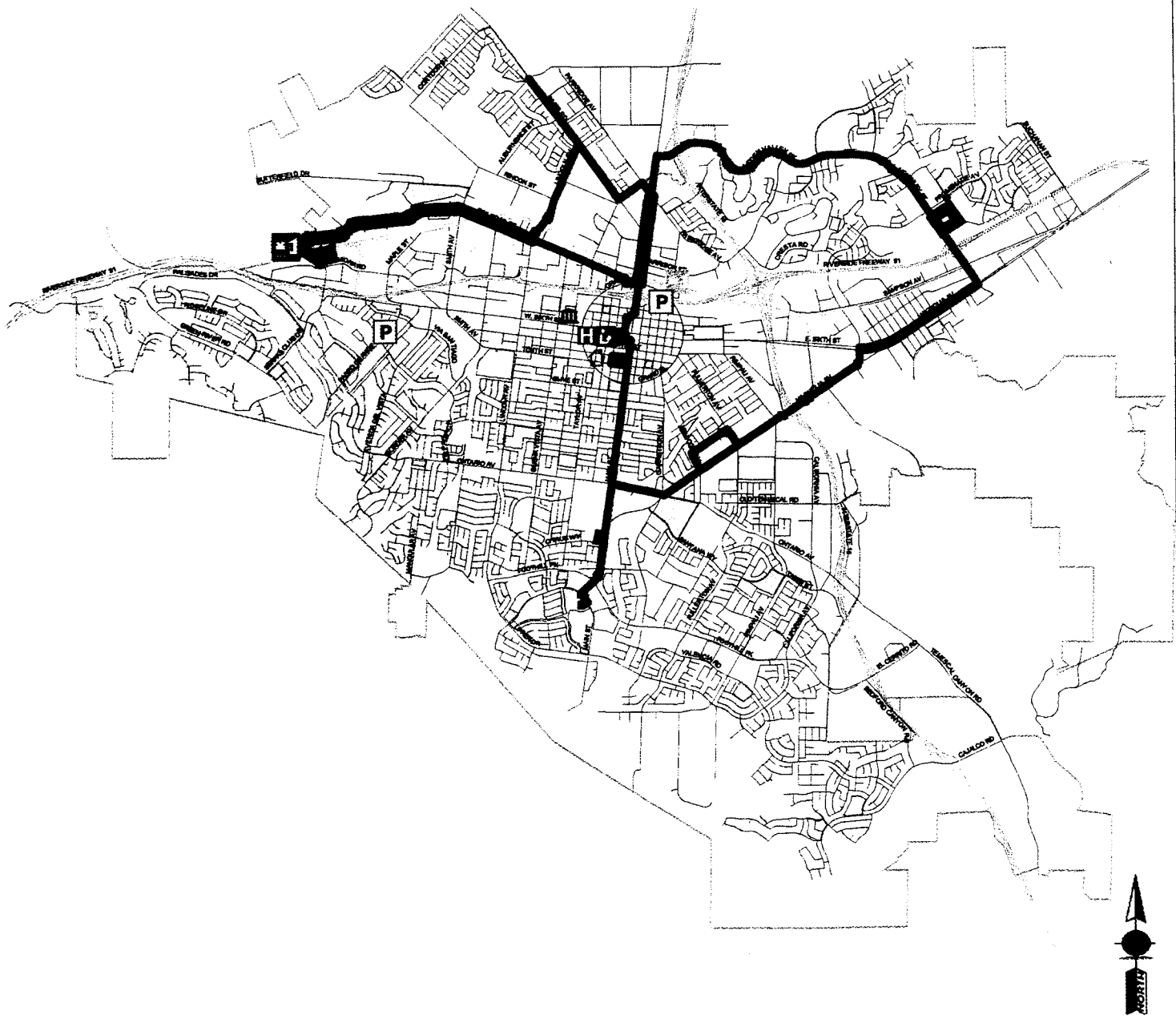
Transportation Information Numbers

Riverside Transit Agency
1-800-800-7821
Norco Dial-A-Ride
1-800-795-7887
Corona Cruiser
909-734-9418
Corona Dial-A-Ride
909-734-7220
Metrolink Trains
1-800-371-LINK (5465)
1-800-698-4833 (4 TDD)
Inland Empire Commuter Services
Advantage Rideshare
909-341-9230
Club Ride Commuter Exchange
1-800-464-3576
Commuter Connection
1-800-COMMUTE (1-800-266-6883)
1-800-975-POOL (1-800-975-7665)

- Park and Ride Lots
- Proposed Park and Ride
- Metrolink Station
- Proposed Metrolink Station Completion December 2002
- Proposed Red Route
- Proposed Blue Route

- BNSF Railroad
- Streets
- Freeway
- City Parks
- Schools
- City of Corona
- City Hall
- Hospital
- Library
- Senior Center

City of Corona
Existing Cruiser Routes



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- Park and Ride Lots
- Proposed Park and Ride
- Metrolink Station
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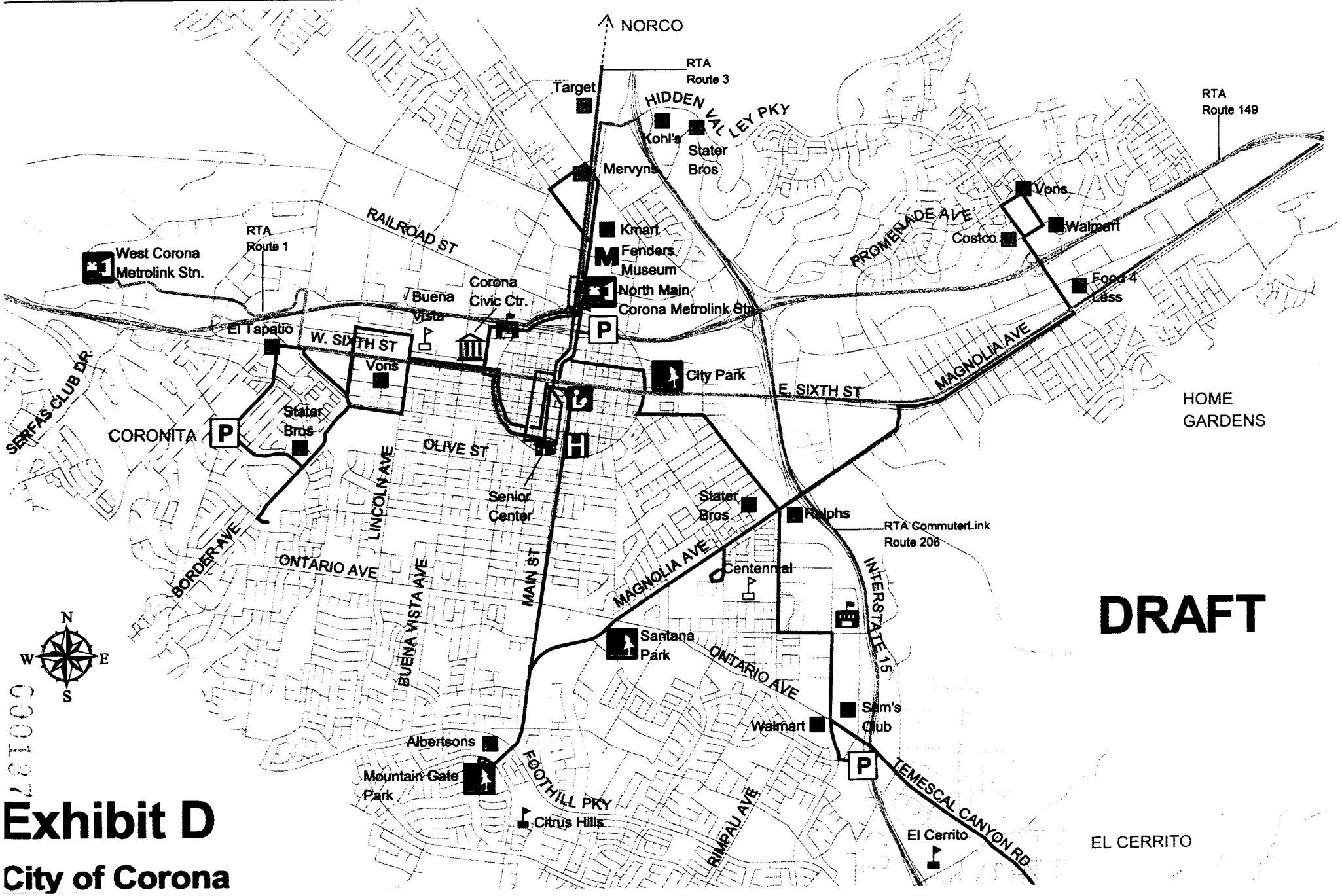


DRAFT

Exhibit D

City of Corona

Riverside County Transportation Commission

Riverside County Regional Complex
4080 Lemon Street, 3rd Floor • Riverside, California
Mailing Address: Post Office Box 12008 • Riverside, California 92502-2208
Phone (951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

November 30, 2005

Sylvia Patsaouras
Manager, Environmental Planning Division
Planning and Policy Department
Southern California Association of Governments
818 West Seventh St, 12th Floor
Los Angeles, CA 90017

Re: RCTC TCM Project Substitution Request for the City of Corona

Dear Sylvia:

RCTC is submitting a TCM project substitution request on behalf of the City of Corona for their existing three expansion bus procurement project (RTIP ID RIV010511). The project has been delayed due to insufficient ridership demand to implement a new third fixed route in the City of Corona. Corona's present demand analysis indicates that ridership for a third route may not materialize for another three to five years. When sufficient and sustained ridership becomes evident, Corona will again move forward to implement a third route. The three expansion buses will then be added to their Short Range Transit Plan and funding via 5307, TDA4, or other funds will be made available to procure the buses.

As a suitable substitute, we are submitting a new 60 space park-and-ride lot that will be implemented in the City of Corona during early 2006. RCTC requests that SCAG staff evaluate the park-and-ride lot benefits as a TCM substitute for Corona's three bus procurement project.

Presently, the park-and-ride lot is not programmed in the 2004 RTIP. RCTC will use local Measure A funds to support, implement, and maintain the new park-and-ride lot. The location of the park-and-ride lot is in the Corona area and will provide direct benefits to Corona residents. Please direct any questions concerning this request to Shirley Medina or Ken Lobeck at (951) 787-7141.

Sincerely,

Cathy Bechtel
Division Head, Planning

cc: Jessica Kirchner

Attachments:
1. RIV010511 RTIP TIP Sheet
2. TCM Substitution Overview

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2006 Federal TIP (FY 2006/2007 - 2011/2012)

PROJECT REPORT

Print Date: 11/23/20

Final County Tip

SORT: BY SOURCE

Project ID RIV010511

All Transit

County: All

System T

Route 0

Post Mile 0.00

to 0.00

Element 2

Program BUN93

Yr Added 2001

Lead Agency CORONA

Source/FTIP 06FTIP

Env. Doc. CE __/__/__

TCM Y

County RIVERSIDE

Amend # 0

Basin SCAB

Model # T317

Change Reason C/O 2004

Completion Date 12/31/06

Description:

CITY OF CORONA -- PURCHASE 3 EXPANSION VEHICLES FOR A NEW (THIRD) FIXED ROUTE

	Fund Name	YEAR	Eng. Cost	R/W Cost	Cons. Cost	Fund Total	
FTA							
	5307	2005/2006			420	$420	
						$420	Subtotal
LOCAL							
	TDA4	2005/2006			87	$87	
						$87	Subtotal
			$0	**$0**	**$507**		

(Funds are in thousands of dollars) **Total Cost:** **$507**

Comments: C/O 2002 RTIP. Frequency/headways = Approx 50 minutes. Bus stops = 90, Fares: Regular=$1.00, Students=$0.75, Seniors/Disabled=$0.50

Riverside County Transportation Commission

TCM Substitution Overview

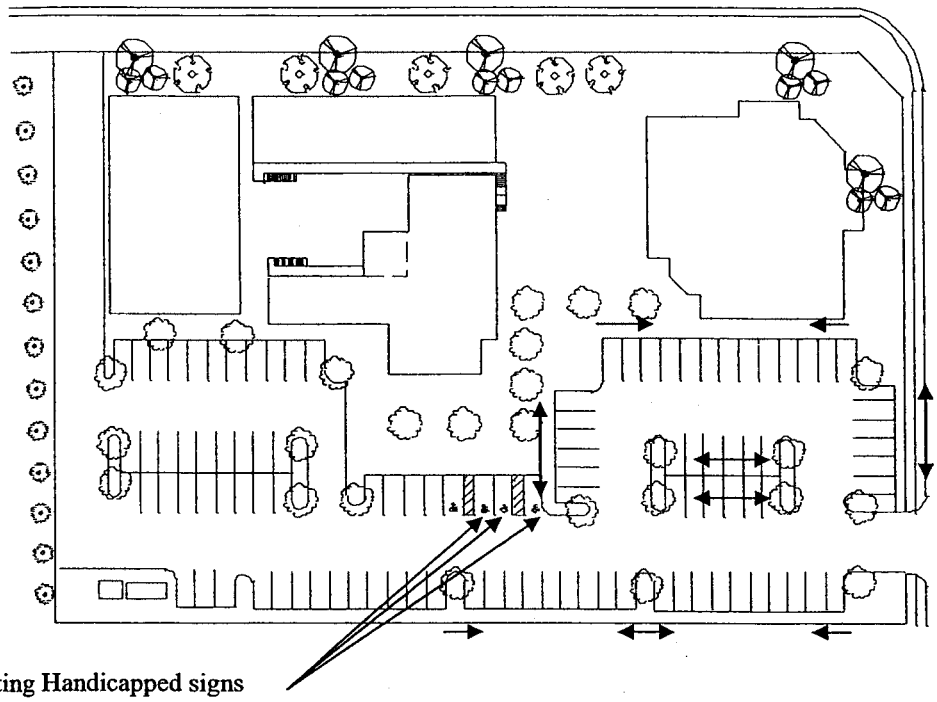
Existing RTIP TCM Project

RTIP ID:	RIV010511
Lead Agency:	City of Corona
Description:	Purchase 3 Expansion Vehicles for a New (Third) Fixed Route
Proposed Vehicles:	16-18 passenger medium sized buses
Project Status:	During development of the recent FY 06 Short Range Transit Plan, Corona staff provided RCTC a status update that their latest ridership projections did not support a third line expansion and warrant the procurement of the three expansion vehicles at this time.

Proposed Substitution Project

Project:	Park and Ride Lot
Lead Agency:	RCTC
Location:	Faith Bible Church 1114 W. Ontario Ave, Corona CA,
Spaces:	60 spaces
Projected Use:	80-90%
Users:	Car pools and van pools originating from the Corona area
Implementation Date:	By about February 2006
Status:	Completing lease agreement
In RTIP:	No
RTP Consistency:	Yes. Reference Commuter Assistance line item in the 2004 RTP, page I-161, "RCTC Commuter Assistance Program; Rideshare and Other Incentive Programs, TDM (Telecommute, Park and Ride, etc.)"

Signs to be installed by Caltrans:
5- Park & Ride signs with double arrows
2- Park & Ride signs with left arrows
2- Park & Ride signs with right arrows



Existing Handicapped signs

Park and Ride signs